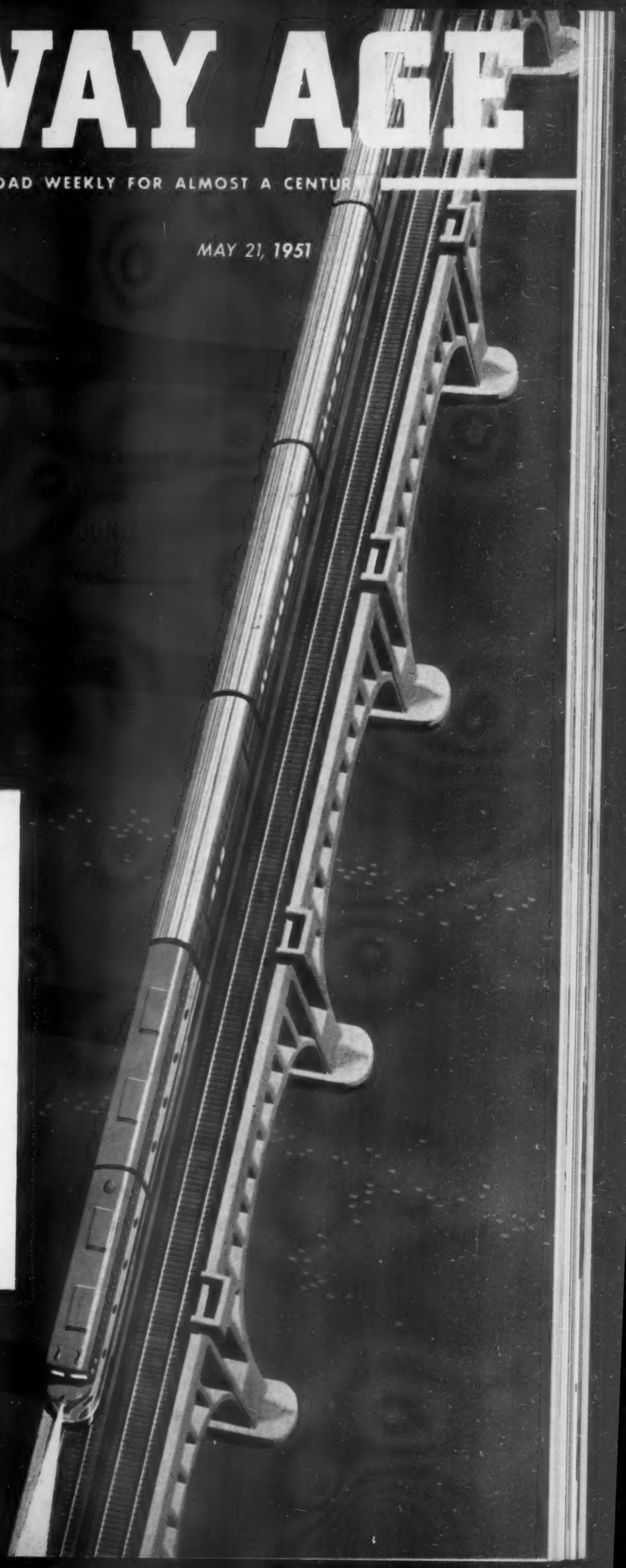
FOUNDED IN 185

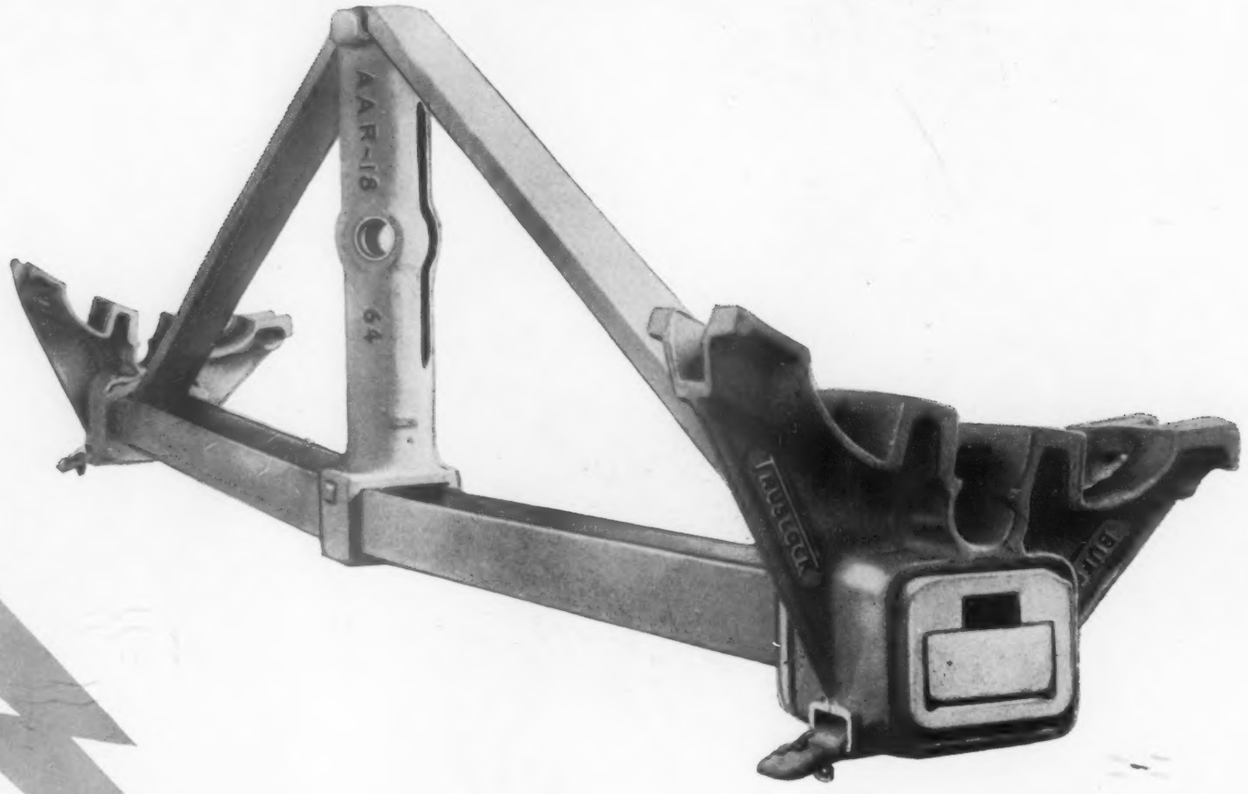
RAILWAY AGE

THE STANDARD RAILROAD WEEKLY FOR ALMOST A CENTUR

MAY 21, 1951



TRUSLOCK

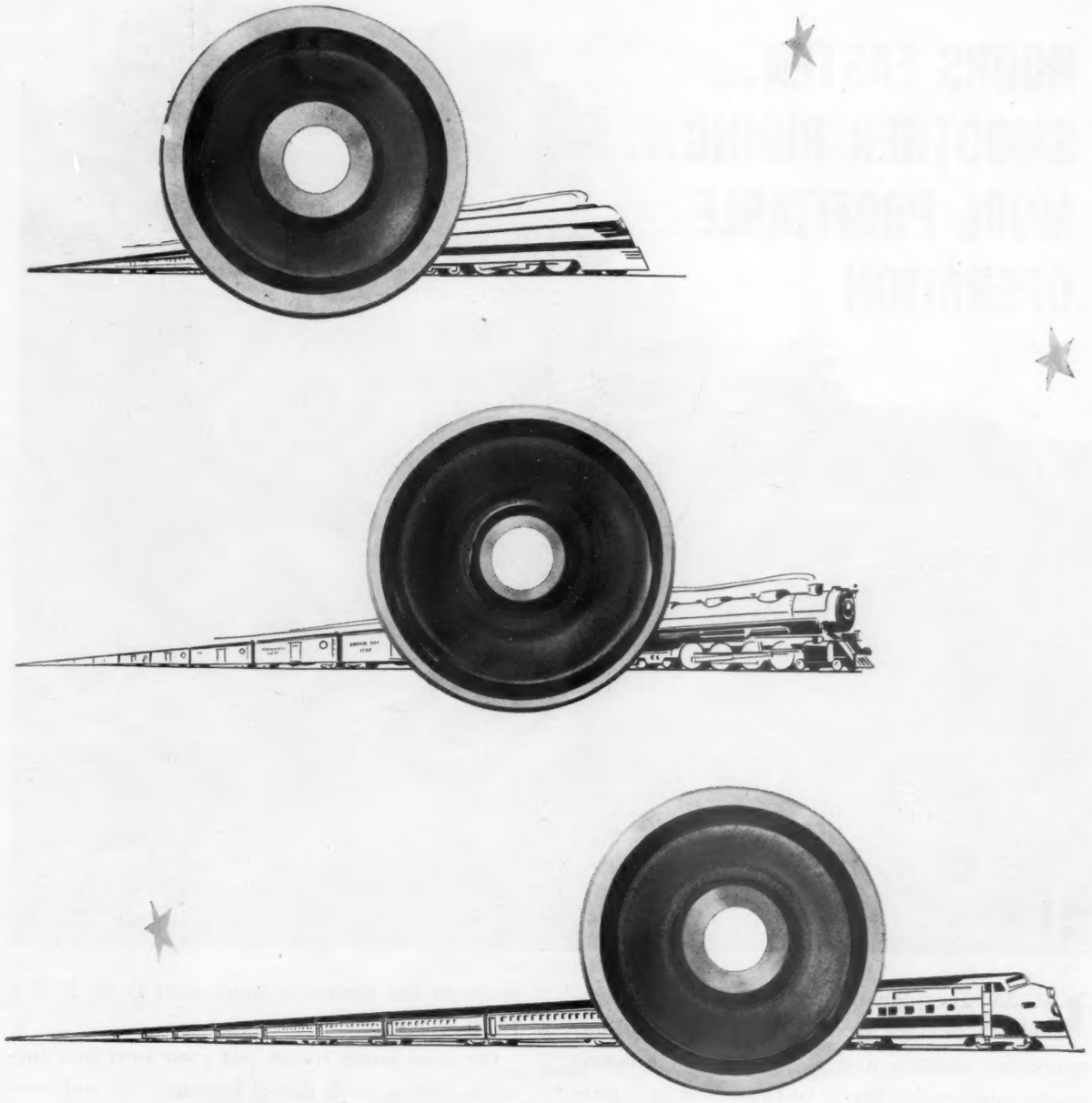


MAKES FAST FREIGHT—FASTER!

Promises are fine—but its performance that counts. A million dollars worth of motive power can't move a bad order car, and brake head troubles are no respecters of fast, top-priority lading. TRUSLOCK gives you the freight car brake head you've always wanted—the head with the "quick-change-right-at-the-car"—the kind of brake head that's helped maintain the high availability of your passenger cars for over fifty years. Switch to TRUSLOCK—and watch those hot-shots really roll.

BUFFALO BRAKE BEAM CO. **NEW YORK**

*Registered Trade Mark for Buffalo Brake Beam Company's new No. 18 hangered type brake bea



Bethlehem has never been satisfied to make a wheel that is merely "good."

Whether for passenger cars, freight cars, steam or diesel locomotives, the Bethlehem wheels you buy are a blend of the highest technical skills and the best materials it is possible to develop. There are no finer available anywhere—simply because we insist on producing a wheel that is better than good.

BETHLEHEM STEEL COMPANY, BETHLEHEM, PA.

On the Pacific Coast Bethlehem products are sold by Bethlehem Pacific Coast Steel Corporation

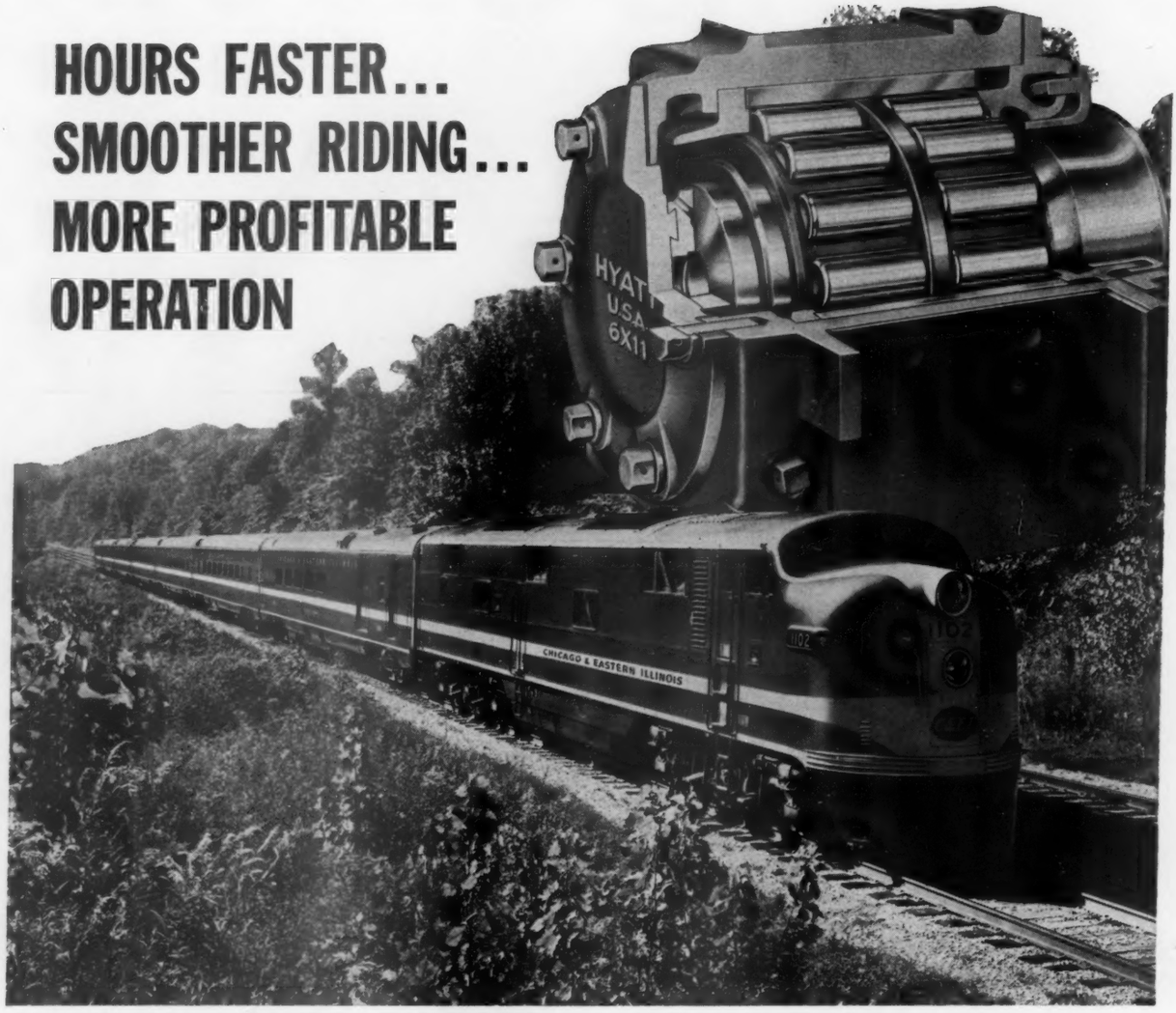
Export Distributor: Bethlehem Steel Export Corporation

BETHLEHEM STEEL

BETHLEHEM WROUGHT-STEEL WHEELS

PASSENGER • FREIGHT • DIESEL

HOURS FASTER... SMOOTHER RIDING... MORE PROFITABLE OPERATION



PUBLIC acceptance of faster schedules, completely modern appointments, easier riding, smoother starting and stopping, and quieter, more comfortable travel has resulted in attractive train earnings.

Hyatt Roller Bearing Journal Boxes on name trains all over the country have helped to make this possible. Good examples of this are the C. & E. I.'s streamlined trains—the Georgian, Dixie Flagler, and Meadowlark.

Since these trains are completely equipped with Hyatt Roller Bearing Journal Boxes, we are particularly proud of the contribution they have made to the financial success of C. & E. I.'s 1950 operations.

On your name trains put your best foot forward. Equip both diesel locomotives and cars with big, rugged, dependable Hyatt Roller Bearing Journal Boxes. You will get more than easier riding, dependable operation, and quieter travel—because Hyatt's are easier and less expensive to maintain.

Let us send you a journal box visualizer so that you can see how Hyatt Roller Bearing Journal Boxes can help you reduce your maintenance budgets. Hyatt Bearings Division, General Motors Corporation, Harrison, New Jersey.

HYATT ROLLER BEARING JOURNAL BOXES

Vol. 130, No. 20 May 21, 1951

RAILWAY AGE

With which are incorporated the Railway Review, the Railroad Gazette, and the Railway-Age Gazette. Name Registered in U. S. Patent Office and Trade Mark Office in Canada.

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PASSENGER TRAFFIC ISSUE

EDITORIAL COMMENT:

PASSENGER TRAFFIC SECTION:

DEPARTMENTS:

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Railway Age Railway Mechanical & Electrical Engineer Railway Engineering & Maintenance
Railway Signaling & Communications Car Builders' Cyclopedia Locomotive Cyclopedia
Railway Engineering & Maintenance Cyclopedia American Builder
Marine Engineering & Shipping Review Marine Catalog & Buyers' Directory
Books covering transportation and building

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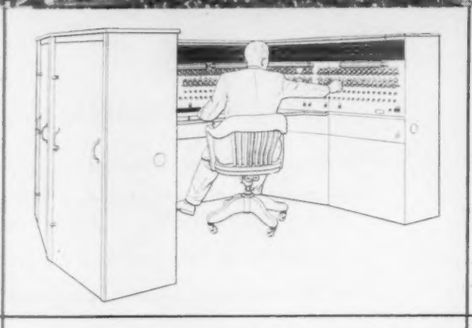
How can "UNION" SYSTEMS help PASSENGER PROGRESS?

INTERLOCKINGS



CENTRALIZED TRAFFIC CONTROL

CAB SIGNALS AND I.T.C.

First of all, they minimize delays and prevent congestion . . . make it possible to maintain fast schedules without resorting to excessive speeds. Saving wear and tear on modern passenger equipment in this manner, "Union" Systems make the dollars you spend on it go farther.

Remember . . . too . . . that "Union" Systems help insure that "on time" performance which is essential to continued patronage by satisfied customers. Moreover, they make it possible to run your passenger trains with minimum interference to freights . . . contributing to the general efficiency of your transportation plant. Ask our nearest district office for further information on any "Union" System.

UNION SWITCH & SIGNAL COMPANY

SWISSVALE PENNSYLVANIA

NEW YORK CHICAGO ST. LOUIS SAN FRANCISCO

WEEK AT A GLANCE

PASSENGER TRAFFIC: Despite the predictions so frequently made by spokesmen for other forms of transportation, passenger traffic still is—and for the foreseeable future seems likely to continue to be—a pretty important part of the railroad business. This issue, accordingly, is devoted to various aspects of passenger service, with special emphasis on what different railroads are doing, or can do, to keep, and get, passengers onto their trains. The purpose of the issue—to serve as "a practical sales manual for the stimulation of passenger travel"—is more fully outlined in the leading editorial (page 67), which also summarizes some of the problems which must be solved if passenger service is to be gotten out of the red. The immediate background against which those problems must be attacked, and some of the factors influencing (or influenced by) the methods of attack, are briefly set out in the first feature article, on pages 70 and 71.

VACATION GUIDE: Vacation travel may be bigger this year than ever before. In the frank hope of helping the railroads to get the largest possible share of this potential vacation travel business, 34 of the pages which follow, beginning at 131, are devoted to a comprehensive illustrated guide to the major resort areas of the United States and Canada, and to the attractive trains which serve them. Such a "travel guide" is a new departure for *Railway Age*; the possibility of including it is a major reason for publishing this passenger traffic issue in the spring instead of in the fall, when its 12 predecessors have appeared. We hope it—and this entire issue—proves as helpful as we want it to be. And we hope, too, that you'll let us know how you like it, and how we can make it better.

WHEN THE PASSENGERS GET THERE: The biggest single competitor for passenger business is neither the airplane nor the bus, but the private automobile. And in a good many cases, the controlling factor in a decision to use a private car for any given trip is almost certainly the chance to have the car available at destination. What is being done to offset that by arrangements for planned sightseeing and auto rentals is told on pages 98 and 99.

ADDED ATTRACTIONS: The railroads' increasingly aggressive efforts to win and hold passenger business have resulted in introduction in the past 18 months of a surprising number of new or vastly improved services, ranging all the way from de luxe trains and new stations to incentive fares, "package" tours, and "easier-to-read" timetables. Some of these "extras" are briefly listed on pages 89-90; others are the subject of complete articles. The modern trend toward simpler and more attractive timetables, for example, is separately covered on page 96. The article beginning on page 100 tells something of what railroads are doing, in the face of stratospheric wages and food costs, to maintain a high standard of dining service at prices which will attract patronage. And starting on page 91 is a discussion of how such a relatively simple device as a moving stairway can help to make railroad stations more comfortable for the passengers who use them.

TRAINS—AND TRAINS: If all passenger business could be handled between big cities on top-flight "name" trains—like those listed and mapped on pages 78 through 85—the passenger business would be a lot simpler—and a lot more remunerative. It's the head-end business, mail, in particular, handled at below-cost rates, that runs up overall costs and slows down schedules to the point where service becomes competitively less attractive. And it's the "lemons"—the poorly patronized local and branch-line trains—that eat up the profits from the streamliners. Putting head-end business on a paying basis, and squeezing out those lemons, are two of the biggest passenger problems; both are mentioned in the leading editorial, and the latter in more detail on pages 86-88.

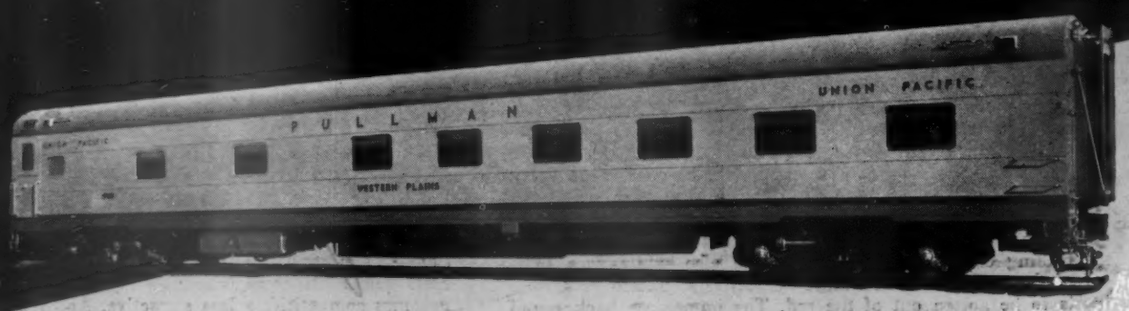
WHAT ABOUT CARS? Passenger trains can't run, and passengers can't move, without cars—and considerable concern has been expressed in recent months about the adequacy of the passenger-train car supply. That supply is the subject of an editorial on page 68; on page 72 is a discussion by Charles W. Wright, president of the American Railway Car Institute, of the passenger car standardization program, which would perhaps do more than any other one thing—except better earnings—to enable the railroads to increase and further modernize their passenger car supply.

THAT PASSENGER DEFICIT: The latest "Monthly Comment" of the I.C.C.'s Bureau of Transport Economics and Statistics, summarized on page 165, shows that the 1950 passenger-service deficit—figured by the commission's own controversial formula—was substantially less than the record "deficit" of 1949, even when back mail pay is excluded from the reckoning. That in itself is encouraging, but it does not overcome the "mental hazard" which loose application of the formula all too often sets up for passenger traffic men. Editorial discussion of the "deficit" (page 69) points out that the paper deficit does *not* show how much railroads lose on passenger service; it ought not to be allowed to get in the way of the real goal—which, of course, is to get more net income out of existing railroad plant.

ON THE MOVE AGAIN: Soldiers, sailors and marines are moving again! They accounted for just about one-eighth of all rail passenger travel in the second half of 1950 (probably more, considering furlough trips), and they are the principal reason why passenger traffic so far in 1951 has been above that for corresponding months of 1950. Their movements are a complicating factor in the car supply situation—but good service for them may mean future, as well as present, business. For future discussion of this military travel and of what it means to the railroads, see pages 68, 70, 94 and 95.

Essential Features of *Latest* UNION PACIFIC PASSENGER CARS

Built by
American Car
and Foundry



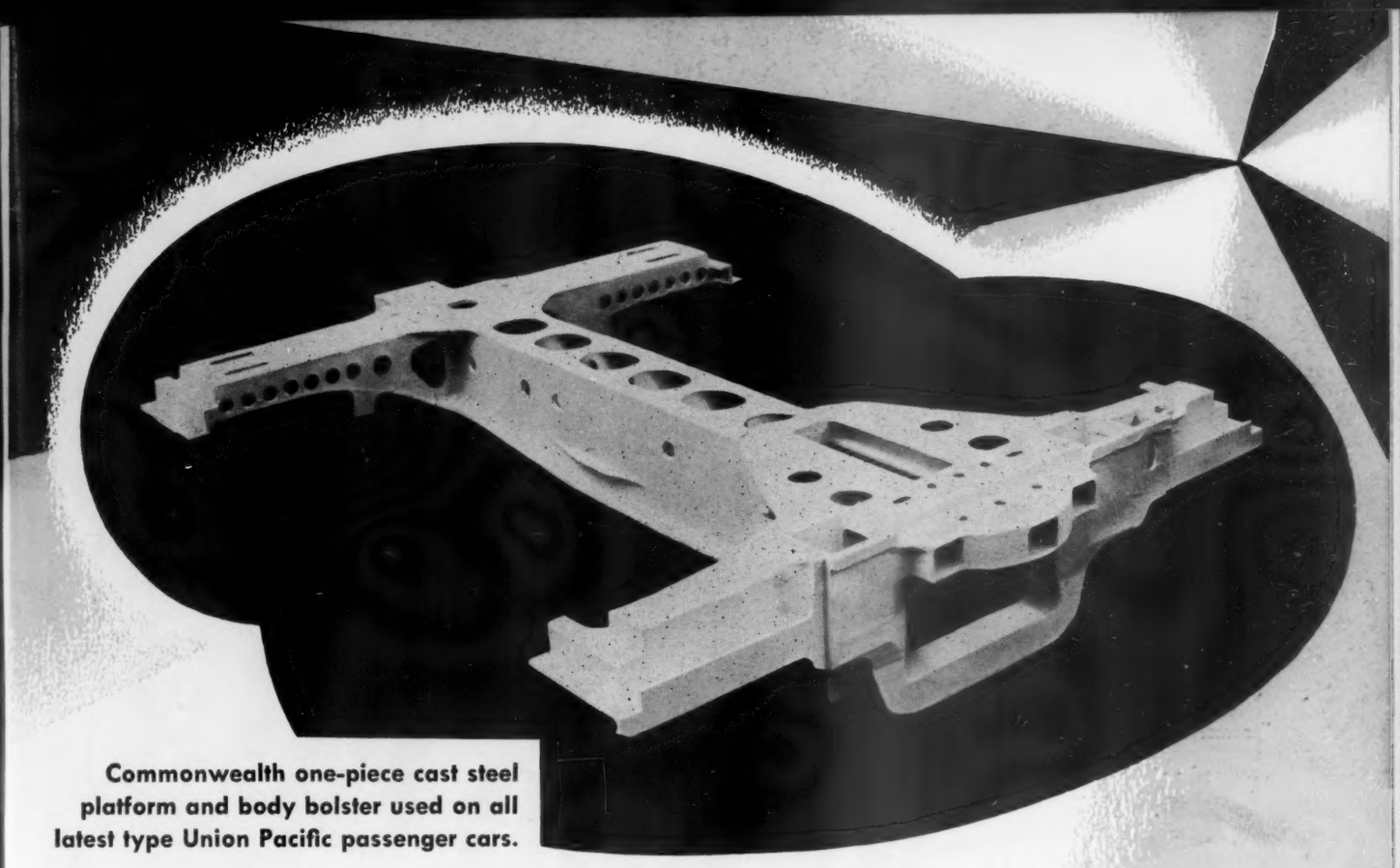
COMMONWEALTH CAST STEEL PLATFORMS *with* INTEGRAL BODY BOLSTERS

The Union Pacific Railroad has placed in service 180 newest type passenger cars of several designs, built by American Car & Foundry, Budd, and Pullman-Standard. All of these cars are equipped with **COMMONWEALTH** *one-piece cast steel platforms with integral body bolsters and* **COMMONWEALTH** *trucks.*

Past experience with streamlined passenger train cars has proven the need of extra strength for greater protection and safety. Great strength in the underframe is provided by **COMMONWEALTH** Platform Castings at each end of the car. This design includes in a one-piece casting, not only the platform center sills, buffer beam, and coupler carrier, but also body bolster, end sills, and draft gear pocket. The most important part of the underframe structure, they are made of stress-relieved, heat-treated alloy cast steel—possess great inherent strength and ruggedness to resist impact shocks—eliminate rivets or welds—saving maintenance dollars.

GENERAL

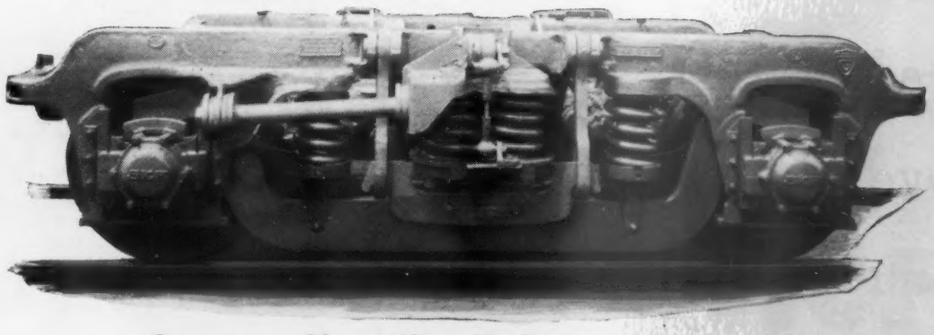
Granite City, Illinois



Commonwealth one-piece cast steel platform and body bolster used on all latest type Union Pacific passenger cars.

The **COMMONWEALTH** four-wheel trucks on these cars are equipped with all-coil springing and bolster anchors, assuring smooth, comfortable riding. The one-piece cast steel truck frames and bolsters provide maintenance free service, thereby holding up-keep costs at a minimum.

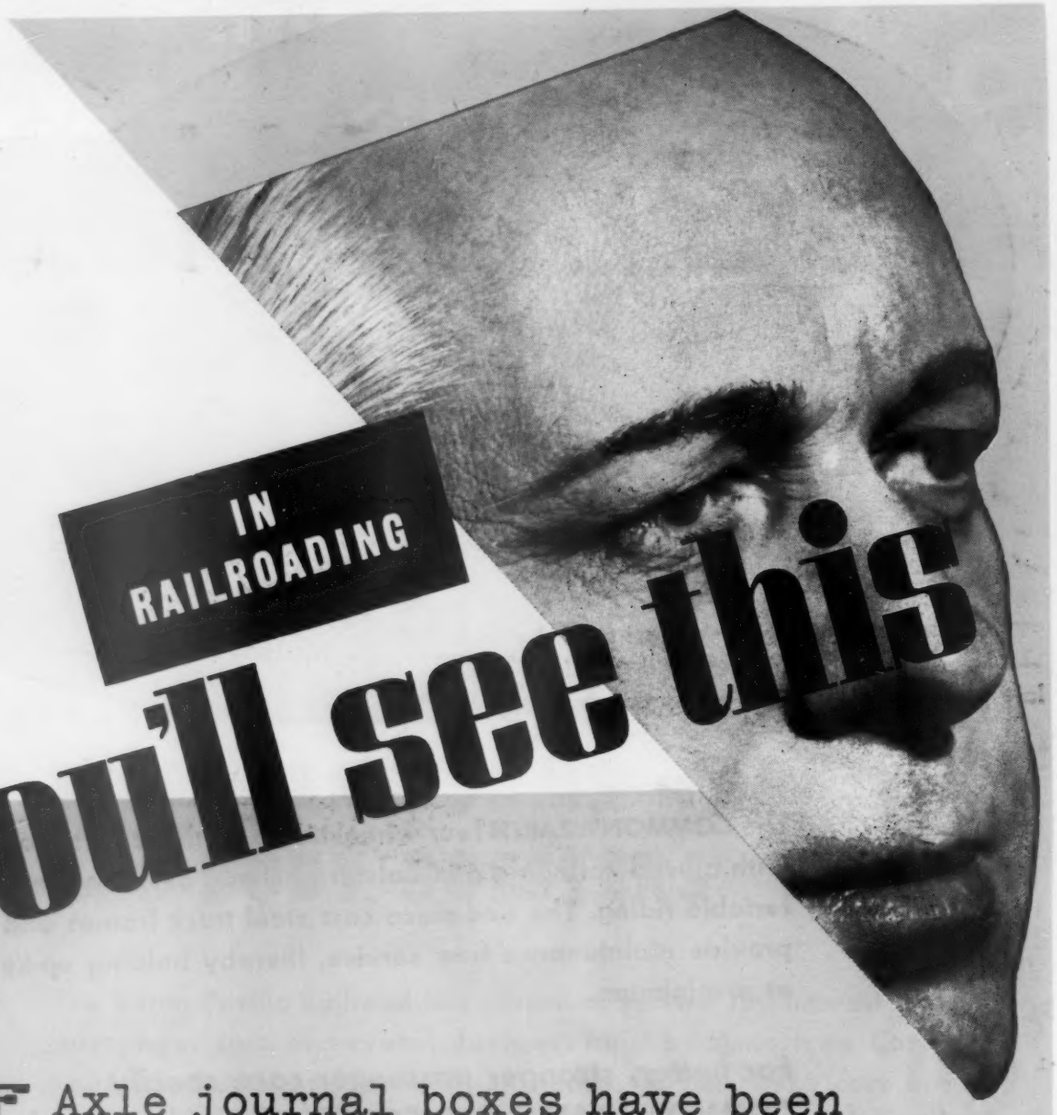
For better, stronger passenger cars, specify COMMONWEALTH Cast Steel Platforms and Trucks.



Commonwealth outside swing hanger type truck used on latest Union Pacific passenger equipment.

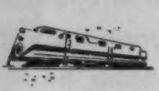
STEEL CASTINGS

Eddystone, Pennsylvania



IN RAILROADING

you'll see this

SKF Axle journal boxes have been applied to over 30,000 passenger cars,  52,800 freight cars.  Over 11,300 steam,  diesel  and electric  locomotives... throughout the world.

Napery is more important to you TODAY, ...even than it was yesterday

The preparedness phases of the nation's economy will continue to make increased demands on your services—travel becomes essential and public dining a necessity.

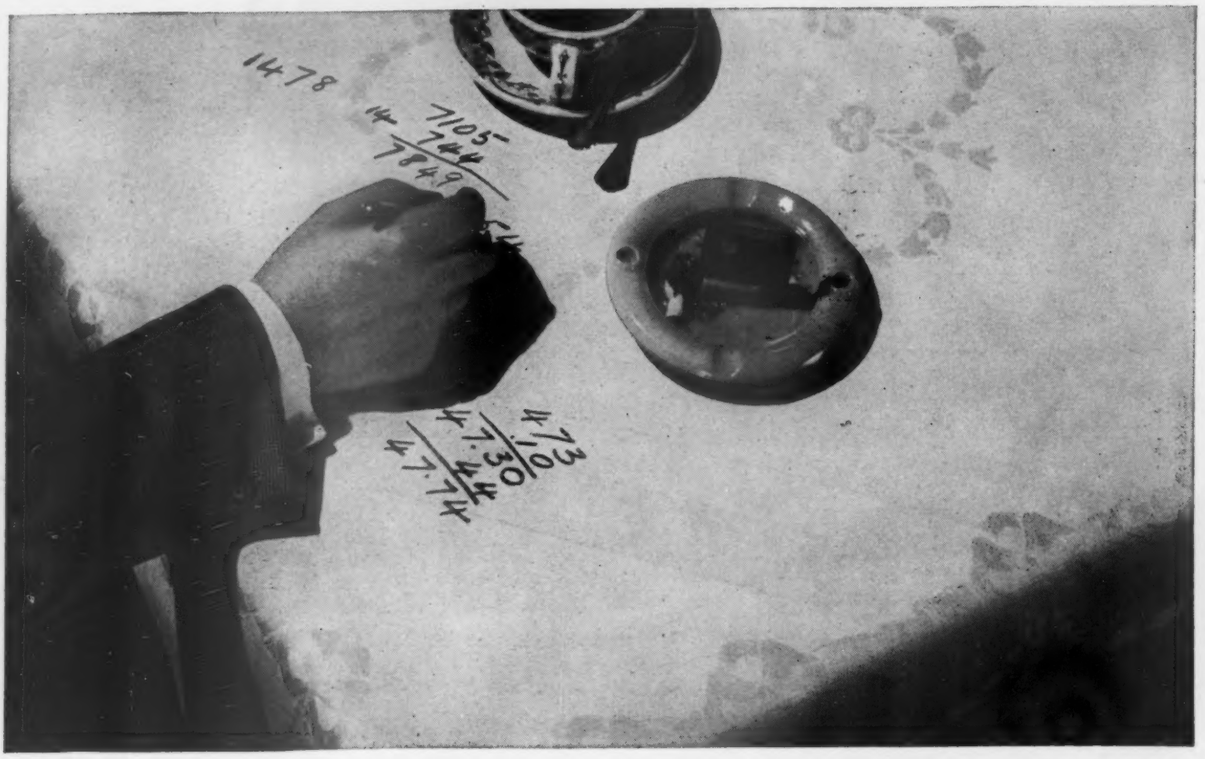


Figure on good napery...and you figure on better operation

NAPERY REDUCES SPILLAGE—dishes, glassware won't slide on covered tables; and if an accident does occur, the cloth absorbs liquids, cuts down hazard to clothing.

NAPERY PUTS CLEANLINESS FIRST—uncovered tabletops (often unfinished) are liable not to be cleaned properly, can be unsanitary.

NAPERY EASES TENSION—an attractive appearance is important to busy people—helps them relax, enjoy good food in an atmosphere of good taste.

Simtex

at your service
with the finest napery
for over 50 years.

Simtex Mills, Division of Simmons Co., Makers of the Famous Beautyrest Mattress • 40 Worth Street, New York 13, N. Y.

Sgt. Robert Chrisman levels a field at the eastern end of the Davison airstrip, Ft. Belvoir, Va., with a "Cat" D7 Tractor. In the background are four "Cat" No. 12 Motor Graders completing runway.

THE MILITARY GETS FIRST CALL

THESE "Caterpillar" earthmoving machines, working on the runway of the Davison airstrip at Ft. Belvoir, Va., show at a glance where a lot of "Cat" equipment is going these days. And that's how it's got to be.

Defense Rated Orders get first call as America's military establishment prepares for what may come. The urgent build-up of our power has meant drafting machines as well as men. An ever-increasing flow of "Caterpillar" equipment and parts is going to the support of America's fighting men and to defense projects.

This means that there already exists a scarcity of "Cat" equipment and engines for civilian use. So it is to *your* advantage to make the machines you now have *last*. You can keep them on the job longer by doing these things:

1 Follow sound and recommended operation and maintenance procedures to the letter. Read and reread your Operator's Instruction Book.

2 Make full use of your "Caterpillar" dealer's facilities for servicing and rebuilding machine parts.

3 Anticipate future parts needs, then contact your dealer and let him help. But *don't* buy or order parts you don't actually need.

Caterpillar Tractor Co. will do everything possible to maintain every "Caterpillar" machine in the field, to provide new machines as fast as possible, and to allocate them as fairly as possible.

CATERPILLAR TRACTOR CO., PEORIA, ILLINOIS

CATERPILLAR

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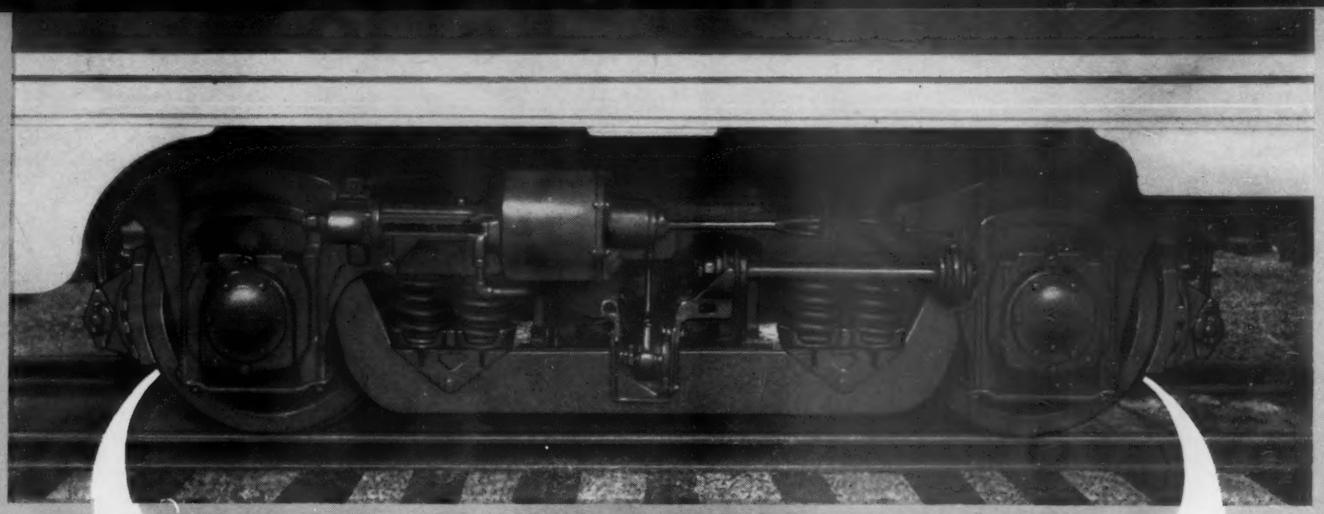
DIESEL ENGINES • TRACTORS • MOTOR GRADERS • EARTHMOVING EQUIPMENT



ON-TREAD BRAKING

Gives Wheels Better Traction

FOR SAFE, SHORT, SURE STOPS IN ANY KIND OF WEATHER

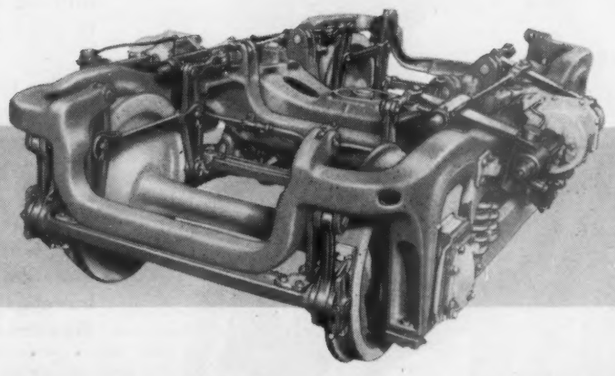
On-tread Simplex Clasp Brakes—with their drying, scouring action—provide dependable Power-to-Stop for virtually every Streamliner. The tread-wiping effect of brake application gives car wheels better traction . . . an important fact, because *slippage is dangerous* when it comes to stopping a train.

There are two general types of slippage factors: (1) those affecting wheel-rail contact—water, snow, dirt, and greasy substances; and (2) those affecting wheel-rail pressure—high speed, *unbalançe*, eccentric wheels, etc. Simplex Clasp Brakes tend to minimize all of these *long-stop* slippages.

For Group 1, the benefits of on-tread braking are obvious. And for Group 2 the clasp brake has equally important advantages—no rotating parts to get out of balance; action that helps keep wheels concentric; rising torque as speed is slackened and wheel-rail adhesion improves. Nothing has yet been developed which rivals clasp brakes for overall safety.

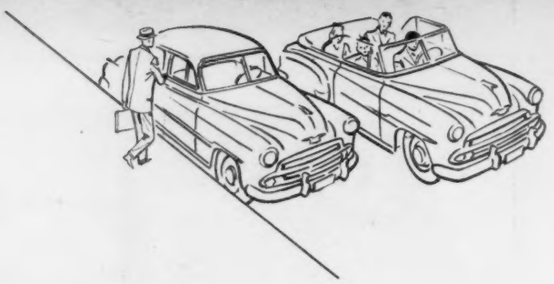
Streamlined, Light-Weight

SIMPLEX UNIT CYLINDER CLASP BRAKES



AMERICAN STEEL FOUNDRIES

MINT MARK OF FINE PRODUCTS



How a GREAT PROVED PLAN is REGAINING LOST REVENUES for

Nowhere else on earth do railroads give their passengers greater traveling convenience, and luxurious comfort, and so many pleasure-packed miles for their money, as do the railroads in the United States. Yet, every day, the nation's highways whine beneath the wheels of countless cars, whose drivers travel long distances, daring the hazards, and enduring the fatigue that extended trips entail.

As all railroad men know, by 1946, according to the Western Passenger Association, in spite of postwar shortages, this between city private-car traffic had reached the terrific total of 253,570 *Billion* passenger miles a year! And naturally, railroad men, realizing that this traffic had become their greatest, most threatening, and fastest-growing competitor, sought an answer. Are we losing this traffic—and attendant revenue—forever? Or can it be directed back to the railroads?

By virtue of its vast network of stations in more than 500 cities throughout the United States, Canada, Great Britain, Cuba, Mexico and Hawaii the Hertz Driv-Ur-Self System, world's largest car rental organization, had rare opportunity to question thousands of "over the road drivers," and to learn at first hand the answers.

And chief of all the answers was this: Preponderantly, people who drive long distances do so because they desire, or need a car at their destinations. They do so, not because they want to, but have thought it necessary.

Out of its intensive study and survey, and its 25 years experience, the Hertz Driv-Ur-Self System created the now famous RAIL-AUTO TRAVEL PLAN which, with the splendid support of many of the railroads, has attained outstanding success. Steadily it grows, and no wonder, for, read at right, the great scope of this plan, how widely and consistently it is promoted, and how it gives *every* railroad an opportunity to share richly in its ever-increasing results.

1. The Hertz Rail-Auto Travel Plan is one of the most convenient ideas ever offered the traveling public. Consistently, Hertz tells of the plan in full page, color advertisements in such national magazines as those shown on this page, with many millions of readers . . . much editorial comment has been given it . . . Hertz station men, travel bureaus, and many railroad ticket sellers constantly promote it . . . millions of folders and other literature explaining its advantages are distributed . . . and many railroads are promoting the great plan in their own advertising and time tables.

2. Working the Hertz Rail-Auto Travel Plan is simplicity itself. It provides for the making of reservations, in advance, of new, finely conditioned cars, with oil, gas and insurance included in the low rates, to be waiting, when the traveler arrives at his destination, to drive for even an hour, or a day, week, or as long as needed.

3. When the traveler claims his car, he is allowed up to 50c taxicab fare from the railroad station to the Hertz station, and up to 50c for the reservation wire.

4. The traveler can claim his car any hour, day or night, at the convenient Hertz station, and drive where he wants in a car as private as his own.

5. Wherever *most* travelers go *most* often, you will find friendly Hertz stations, and therefore an amazing high per-cent of *all* travelers can be served by the plan, whether they are traveling for business or pleasure.

HERTZ DRIV-UR-SE

RAILROADS!

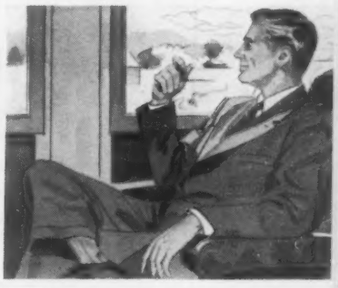
Business Men Everywhere Adopt the Plan!

There has been scarcely a day since the Hertz Rail-Auto Travel Plan was launched that has not recorded a commanding increase in advance reservations by men, and women, in varied businesses and industries, and salesmen. Now they can travel comfortably by train, save time and in many cases save money too. Wherever their business carries them, they have a car waiting. They arrive fresh and unwearied. They make calls faster, and accordingly more calls. They pay for only actual time and mileage and find it wonderfully economical . . . actually the average national Hertz rate, for a whole day and 30 miles driven, is only $6.85! And remember, the traveler can rent a car from Hertz for as little or as long a time as he wishes. Do you wonder why business and professional men wax enthusiastic over this Plan?

1. It's so easy, so convenient for the business man to make his reservation at the railroad ticket counter for a car from Hertz, and he looks forward eagerly to a comfortable, restful ride.

2. He profits by this grand opportunity to plan the work ahead, without distraction and in quiet, luxurious surroundings.

3. On his arrival at destination he finds a new Chevrolet or other fine car, in perfect condition, all ready to step in and drive as his own.



4. He completes his business in perhaps half his usual time, and relaxes happily in the train to another point of call, or back home.

Increasingly by Thousands Vacationers do, too!

There are Hertz stations in virtually every popular resort area, so think what it means to multitudes of vacationers who now can rent a car at their favorite place of play and see and do everything as they never could before . . . and to countless car owners who now can go by train, save days for more fun, and return home rested and refreshed. One great advantage that has been found tremendously attractive to vacationers is that five or six can ride for the same low cost as one—and share it.

Please write for complete information and Traveler Reservation Forms

All railroad employees as are all Hertz employees, should be fully informed, and trained and helped to promote the Hertz Rail-Auto Travel Plan. Then we urge you to write to Mr. A. J. Shaughnessy at Hertz national headquarters . . . 218 South Wabash Avenue, Chicago 4, Illinois. Ask for full details. Ask for convenient reservation forms, and literature. For your railroad, too, help make this great plan an increasingly powerful force in regaining revenues now lost to "over the road driving"!

ATTENTION TICKET SELLERS!

Already Hertz Driv-Ur-Self System has mailed thousands of checks to railroad ticket sellers (when approved by railroad management) in 10% commissions on reservations made by them. Under Hertz policy, commissions are paid promptly; and keep in mind that when you promote, talk, sell, the Hertz Rail-Auto Travel Plan you are helping your company to make satisfied customers, permanent, paying customers.

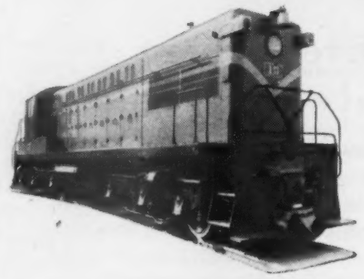
R-SELF SYSTEM Dept. R51, 218 So. Wabash Ave., Chicago 4, Ill.

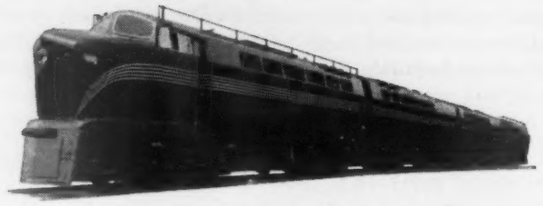
FOR EVERY TYPE OF RAILROAD OPERATION

YOU CAN DEPEND ON

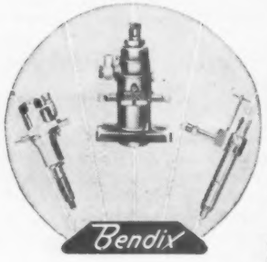
BENDIX

FUEL INJECTION EQUIPMENT!





Illustrated here are a few of the many types of Baldwin locomotives using Bendix Fuel Injection equipment. Whether the job is yard switching or cross country hauling, the railroads of the nation are coming more and more to realize that they can depend on Bendix Fuel Injection equipment for economical and efficient service. When ordering diesel equipment it will pay you to specify Bendix Fuel Injection equipment, the best buy for every type of railroad operation.



SCINTILLA MAGNETO DIVISION of Bendix AVIATION CORPORATION

SIDNEY, NEW YORK

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in selecting...applying...IMPROVING your PASSENGER CAR finishes!

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6. SPOT REPAIRS
7. EXTERIOR SIDES
8. STRUCTURAL SURFACES

Properly engineered finishes today are as important to proper maintenance of rolling stock as properly engineered mechanical parts. Advances in paint technology have produced many improvements, both in materials and methods, for specialized railway applications.

You'll find complete recommendations covering every phase of passenger car finishing, in this new up-to-date Sherwin-Williams Painting Specification Guide. Recommendations cover both Sherwin-Williams Kem Railway Enamel Systems and Opex Railway Lacquer Systems—both products of Sherwin-Williams research in special finishes for the railway industry. Equipment covered includes passenger cars, dining cars, baggage, mail and refrigerator express cars.

Get this useful guide today—it may show the way to important savings in refinishing costs . . . longer-lasting beauty . . . with modern developments in tougher, faster-drying finishes. Write for your free copy to The Sherwin-Williams Co., Transportation Division, Cleveland 1, Ohio.

SHERWIN-WILLIAMS
RAILWAY FINISHES

MORTON

BIG economies are the sum of many small savings, when you specify Morton equipment . . . savings in first cost, savings in maintenance, and the all-over economy of long-lasting quality. Morton railway specialties have been standard on many railroads for almost half a century. Compare the advantages and you'll insist on *Morton*. Write for costs and specification sheets.

MORTON OPEN-GRIP RUNNING BOARDS AND BRAKE STEPS

Safe. Self-cleaning. Guaranteed for the life of car body. Non-dulling Kass Safety Buttons are effective in all directions. Open construction prevents moisture and dirt accumulation. No seams, joints, slots, or welds to rattle or start corro... Die-formed in many sizes a... from a single piece of ... steel, and hot dip ga...

Inquiries invited on fabrication of metal specialties — all types of forming and welding operations.

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Designs and types for ev... num, or stainless. Standard or ... struction provides strength and durabili... sary weight, and attractive appearance for model...

MORTON "CHANARCH" STEEL FLOORING

The ideal support for composition flooring. Narrow dovetail sections serve as anchorage for floor composition. Arches, designed for maximum load-carrying ability, reduce the amount of top surfacing needed. Choice of metals and gauges.

MORTON KASS SAFETY TREAD

Fabricated from mild steel, stainless or other alloy steels, or aluminum, with perforated Kass Safety Buttons closely spaced in staggered rows for slip-proofing doorways, steps, and entrances. Made in virtually any shape for replacements and new installations.

Smooth flange margins, as desired. Sizes to 36" x 120". Also furnished as integral parts of Kass Safety Step Boxes and two-, three-, or four-step Morton Step Flights.

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MANUFACTURING COMPANY
5125 West Lake Street, Chicago 44, Illinois
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CURTAIN FIXTURES, WINDOW CURTAIN MOLDING, STEEL STAMPINGS

For 100 Years- the Main Line of Mid-America!

ILLINOIS CENTRAL *uses SINCLAIR*

Just one hundred years ago a great pioneering feat began — the building of the Illinois Central Railroad. In the years that followed, it has played a major part in opening up the Mid-West. Ever since then, this progressive railroad has continued to grow and help our nation to grow.

Today the Illinois Central is the nation's major north-and-south railroad, its 6600 miles of track linking the Great Lakes to the Gulf of Mexico . . . truly the Main Line of Mid-America.
The Illinois Central super streamliners and fast freights rolling through rich

lubricants!

Mid-America use numerous Sinclair Lubricants, including Gascon Oil, the choice of more than 60 U. S. railroads. To get the utmost in performance from your Diesels, take a tip from the nation's top railroads —use Sinclair Gascon® Oils.

SINCLAIR RAILROAD LUBRICANTS

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Going Great Guns—

TO MAKE AMERICA STRONG!

It looks like a new secret weapon—and it's every bit as vital to American defense! Actually, it's a high-speed coal drill—just one of many hard-hitting, modern machines that make it possible for the American coal miner to outproduce any other miner in the world—3 to 1!

This year—in addition to peacetime demands—millions of tons of coal are urgently needed to power the making of ships and tanks and planes. Will there be enough coal for every need? Here's why America's privately managed coal companies can—and do—say *YES!*

Today, 97% of all coal is mechanically cut and 70% is mechanically loaded. The modern American miner is a skilled machine operator whose output has risen more than 20% since 1939. *This efficiency gain is one of the largest made by any American industry.*

At the modern mine, great preparation plants turn out far better coal. When this better coal is used under the more efficient present-day boilers, it generates *three times* as much energy per ton. *Today, the coal sent to the nation's defense plants works harder for defense!*

New mines—1,000 of them in the last five years—are replacing "mined out" or unproductive properties. *These new mines alone can produce more coal than all the coal mines of Communist Russia!*

Progressive private management, spurred by the powerful stimulus of free competition, has brought America's coal industry to a higher per-man output than ever before. America will have all the coal it needs to become strong—and stay strong!

BITUMINOUS COAL INSTITUTE

A Department of National Coal Association

WASHINGTON, D. C.

FOR NATIONAL DEFENSE FOR PEACETIME PROGRESS

YOU CAN COUNT ON COAL!

INTRODUCING The Safety "Model 51" Fan

Designed for the Railroads of Tomorrow

Totally enclosed, dustproof motor . . . cover easily removable for internal inspection.

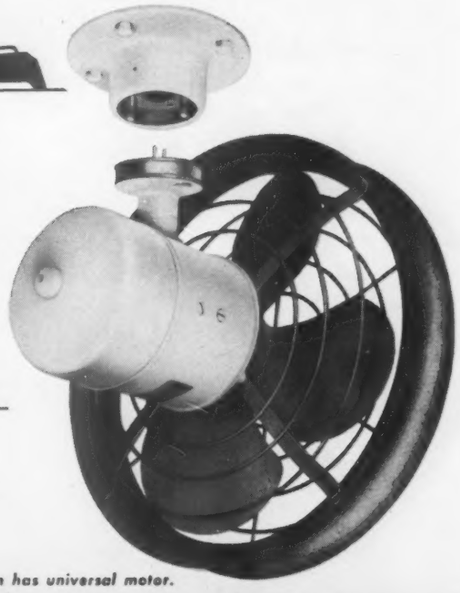
Aerodynamically correct venturi ring assures maximum air delivery.

Base-located plug and receptacle allow instant motor removal from line without breaking connections.

Swivel mounting arrangement permits adjustment of fan for any desired air direction.

4-blade, 12-inch diameter fan unit now available to the following specifications:

Catalog No.	Volts	Amps.	Air Delivery CFM	Fan Speed RPM
91290	32 DC	.93	2550	1780
91390	64 DC	.47	2550	1780
*90749	110 DC	.42	2550	1780
	110 AC-25 Cycle	.515	1740	1225



*This fan has universal motor.

THE SAFETY CAR HEATING AND LIGHTING COMPANY INC.

NEW YORK · CHICAGO · PHILADELPHIA · ST. LOUIS · SAN FRANCISCO · NEW HAVEN · MONTREAL

SAFETY COMPANY PRODUCTS INCLUDE: Complete Air-Conditioning Equipment • Genemotors • Generators • Fans Regulators • Lighting Fixtures • Switchboards • Parcel Racks • Generator Drives • Motor Alternators •


Standardize...
on diesel-starting batteries with interchangeable
Exide-Ironclad BATTERIES
105

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by cutting down the number of batteries required as spares

Exide-Ironclad standardization is made possible by an all-purpose molded container assembly. Because of this construction, two types of Exide-Ironclads—both universally interchangeable—fully meet the battery needs of diesel-electric locomotives of practically every size and make. In addition to the economies this standardization provides, Exide-Ironclad Batteries give you:

QUICK BREAKAWAY and fast acceleration of engine to firing speed.

HIGH POWER RESERVE *at all times* for positive operation of control equipment.

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LOW RATES OF DEPRECIATION—exceptionally long life.

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EASE OF MAINTENANCE—easy to add water and keep charged.

RUGGED CONSTRUCTION for hard, continuous use.

INHERENT SAFETY—freedom from hazards of fire or breakage; plus clean, quiet, vibrationless operation.

These and other qualities combine to make Exide-Ironclad the best battery buy . . . at any price.

THE ELECTRIC STORAGE BATTERY COMPANY, Philadelphia 2

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"Exide-Ironclad" *Reg. Trade-mark U. S. Pat. Off.*

1888 . . . DEPENDABLE BATTERIES FOR 63 YEARS . . . 1951

◀ Type MV-17-D Exide-Ironclad Battery—284 ampere hours—for cranking switching locomotives of 600 hp. and larger.

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WHEN IT'S AN EXIDE-IRONCLAD YOUR DIESELS *START*

Pullman and the Railroads offer the finest passenger service...anywhere!

Among the many great developments that have added to the outstanding services offered by the railroad industry, Pullman is proud to share in the advance of sleeping car services.

Today—through the cooperation of the railroads and Pullman, the traveling public can choose from this wide variety of fine accommodations:

1. Upper and Lower Berth. By day they're deep-springed, comfortable seats by a wide window. For sleeping, each converts into a large bed, with convenient shelf, clothes hanger and light.

2. Roomette. Private room for *one*, complete with sofa seat, toilet and washstand. Ideal for putting last-minute business details in order. (The Duplex-Roomette—a lower-priced version of the Roomette—is also available.)

3. Bedroom. All the comforts of a full-length sofa (or a contoured seat and folding chair), full-size lower and upper beds, enclosed toilet and washbasin. (The Bedroom accommodates one or two people. The Bed Room Suite—connecting Double Bedrooms accommodate up to four.)

4. Compartment. Features a folding, full-size bed, plus upper berth, contoured seat and folding chair. Toilet and washbasin are enclosed. (The compartment, designed for two persons, may also be had connecting with a Bedroom to sleep up to four.)

5. Drawing Room. Sleeps up to three comfortably. Two movable lounge chairs give a spacious living room effect by day. There's plenty of dressing space. Toilet and washbasin are enclosed. Lighting, heating, air-conditioning and ventilation can be personally controlled.

6. Lounge Car. The Pullman-operated lounge car is a private club on wheels. Easy chairs for relaxing, a table for writing, the conversation and companionship of other people to enjoy. Plus an attentive waiter to serve refreshments. Here's another Pullman extra at no extra cost!

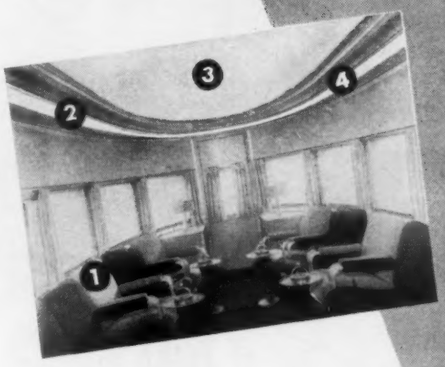
NOTE: *All these accommodations are not now available on all trains. But—as the railroads continue to forge ahead in passenger services, more and more trains will have these accommodations in the months ahead.*

FOR TRAVEL AT ITS BEST...

Pullman

COMFORTABLE, DEPENDABLE AND—ABOVE ALL—SAFE!

Analyze your car interior from...



your PASSENGERS' point of view...

(1) Adequate Footcandles:
Luminator Engineered lighting systems provide the high intensity light necessary for comfortable reading. This is one of several factors required for "eye comfort" lighting.

(2) No Glare:
Eye discomfort resulting from excessive brightness or "glare" in the normal range of vision can spoil an otherwise perfect lighting system.

(3) General Illumination:
In addition to the above requirements, adequate general illumination is required to make an inviting and cheerful interior. This is a very important factor.

(4) Light Location:
For the most effective use of light available, the direction of light must come from overhead, falling at right angles to the reading material.

Other Applications:
In the Dining Car, Coach and Observation Cars illustrated above, it is easy to follow the principles of engineered lighting. These same principles can be used in lighting any other type of cars, such as Pullmans, Suburban Cars, etc.

We invite you to inspect our lighting laboratories, where engineered lighting systems are displayed.

LIGHTING ENGINEERS · DESIGNERS · MANUFACTURERS

LUMINATOR inc.

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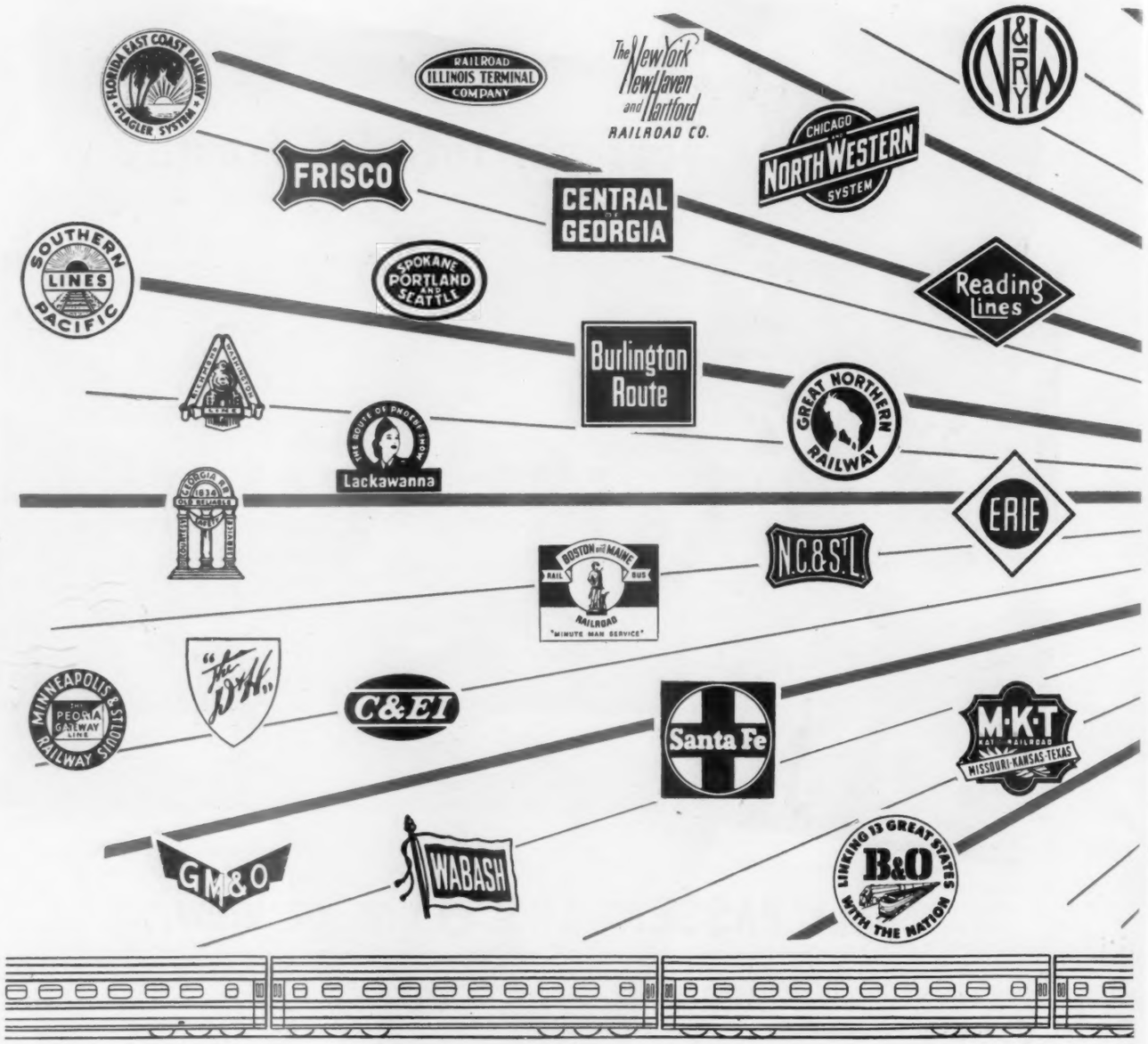
IN CANADA RAILWAY AND POWER ENGINEERING CORP.



Now—as always—

Contributing to the Comfort, Efficiency and Safety of America's Major Railroads

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TRADE MARK

Since 1857, The Adams & Westlake Company has met the most exacting specifications of the Railroad Industry. Now, after almost a century of service, it supplies equipment to nearly all major railroads. There could be no better proof of ADLAKE quality and dependability than this.

THE

Adams & Westlake

COMPANY

Established 1857

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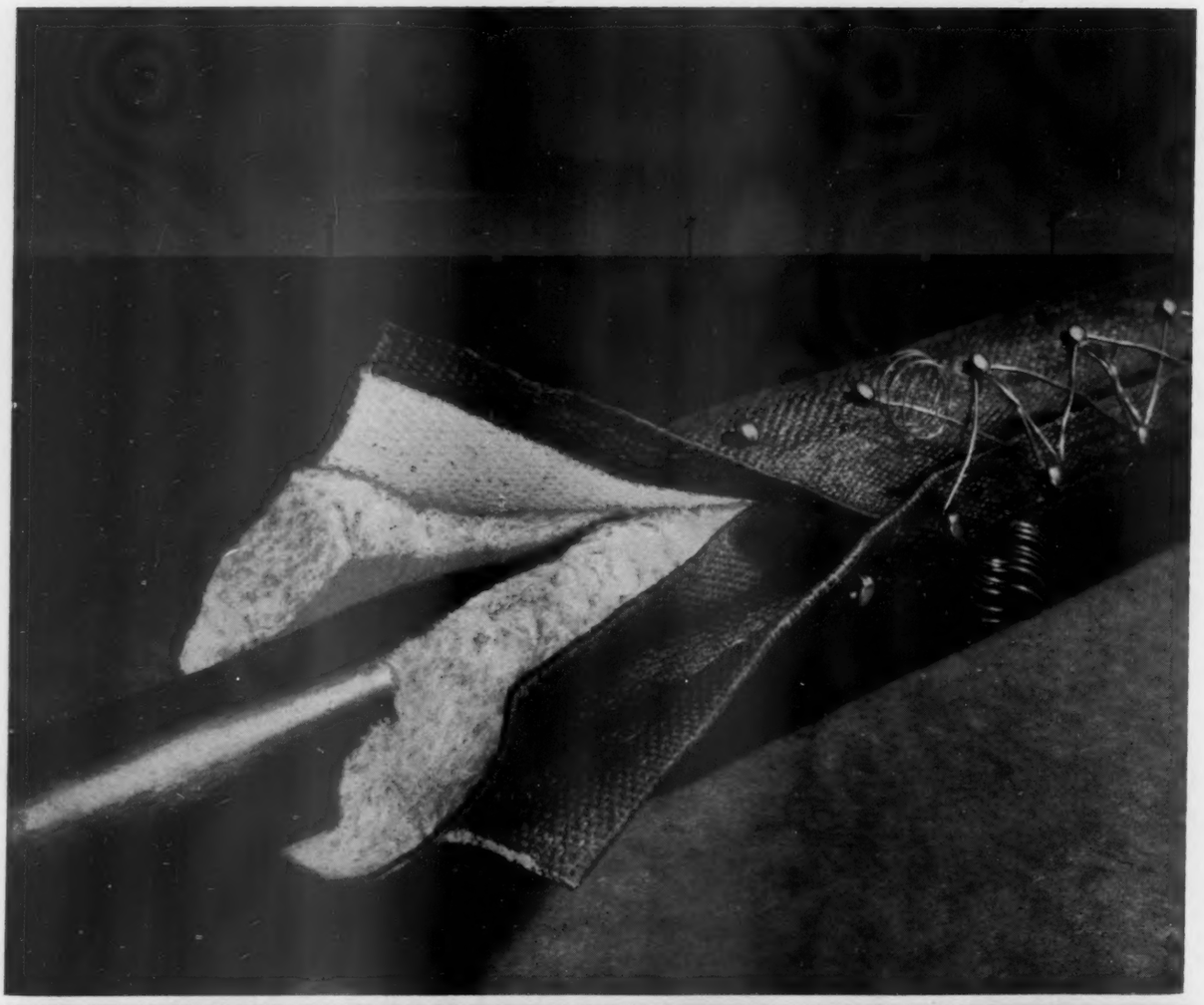
Manufacturers of ADLAKE Equipment and Specialties for the Railroad Industry



UNARCO WOVENSTONE®

Lace-on Train Pipe Insulation

Contributing to passenger comfort on the nation's trains for more than 25 years—Wovenstone is recognized for its high insulating efficiency, rugged construction and long life. These qualities are reflected in the lower cost of delivering steam heat and hot water to the cars. The longer the train, the greater the need for Wovenstone.

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Standard on leading Railroads for over 30 years

DIXIE CUPS

ONLY DIXIE DISPENSERS TAKE EITHER TYPE . . .
DIXIE CUPS or VORTEX CUPS

Interchangeable cup adapters . . . exclusively Dixie . . . accommodate *either shape* cup, cone-shape or flat bottom. Another reason for Dixie superiority!

As pioneers in the use of Dixie Cups—the original paper cups — leading railroads everywhere have made Dixies standard equipment. They have found that, over the years, they can always depend on famous-for-quality Dixie Cups to give trouble-free service. Made of pure, high grade paper, Dixies function perfectly in a variety of dispensers designed for use in modern railroad interiors. Too, they know of the wide-spread public acceptance for genuine Dixie Cups . . . the most widely advertised . . . most popular of paper cups.

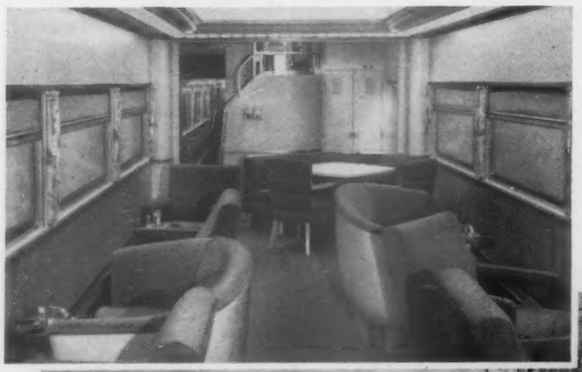
SPECIAL IMPRINTING of cups with your insignia, slogan, name or other message, to your order. Write to Railroad Department, Dixie Cup Company, Easton, Pa.

DIXIE CUP ®

"Dixie" is a registered trade mark of the Dixie Cup Company

DIXIE CUP COMPANY • EASTON, PA. • CHICAGO, ILL.

Goodall Fabrics decorate the luxurious cars of the New Santa Fe Super Chief



Goodall's luxurious upholstery, smart, harmonious draperies, and window shade facings are featured in the inviting new Super Chief Pleasure Dome car shown at left.

The dining car is dramatized by the warmth and beauty of Goodall upholstery and draperies.

Cars are by Pullman Standard

Where durability and luxury are the keynote – Goodall Fabrics are preferred

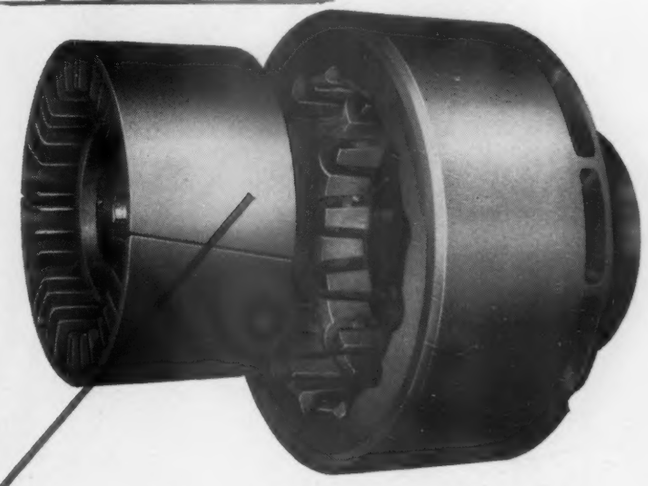
NOTE that the magnificent cars of the famed new Super Chief are decorated with Goodall Fabrics—upholstery, draperies, even the window shade facings! For only Goodall Fabrics are *Blended-for-Performance* to give greater beauty, longer wear, and easier maintenance. Other leading roads throughout the country are enjoying the same wonderful benefits these advantages bring—rider-good-will and long-range economy.

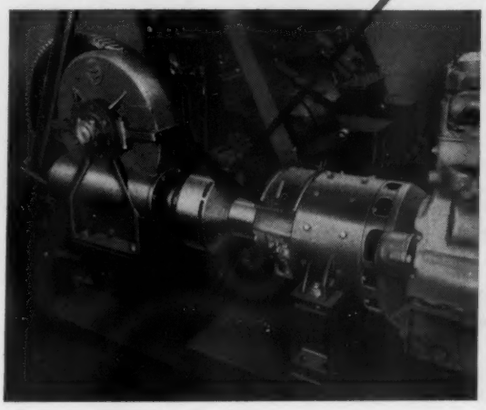
Goodall fabrics
THE FINEST NAME IN FABRICS

GOODALL FABRICS, INC. • NEW YORK • BOSTON • CHICAGO • DETROIT • SAN FRANCISCO • LOS ANGELES

NOW STANDARD ON BROWNHOIST LOCOMOTIVE CRANES . . .

new dyna-matic clutch





142-A

For Smooth, Acceleration, and Control of Hoist, Rotating and Travel

The new, electrically operated DYNAMATIC CLUTCH, available as standard equipment only on Brownhoist Diesel Electric locomotive-cranes, provides a smooth, responsive flow of power never before possible with the usual disc or mechanical clutch for transmitting power to the machinery of a crane. The DYNAMATIC CLUTCH is essentially a driven rotor revolving on anti-friction bearings within a rotating coil energized by a small flow of current from the starting battery. The new DYNAMATIC CLUTCH has a 32-step control. Power response is steady and sensitive. Loads may be raised, lowered, or rotated smoothly and accurately without the use of mechanical brakes. Torsional impulse and vibration from the power source is completely eliminated. The DYNAMATIC CLUTCH provides a cushion between the engine and crane machinery. When clutch is fully engaged there is no appreciable slippage. Since there is no contact between the revolving field and armature, there is no friction between moving parts nor drag between the parts when the controller is in the off position — no parts need replacement other than inexpensive brushes. The new DYNAMATIC CLUTCH is one more good reason it pays to buy a BROWNHOIST.

BROWNHOIST

INDUSTRIAL BROWNHOIST CORPORATION • BAY CITY, MICHIGAN • DISTRICT OFFICES: New York, Philadelphia, Pittsburgh, Cleveland, San Francisco, Chicago, Canadian Brownhoist Ltd., Montreal Quebec. AGENCIES: Detroit, Birmingham, Houston, Los Angeles.

Fine Features...

"PHOTOGRAPH FROM DUBARRY BEAUTY PREPARATIONS BY RICHARD HUDNUT."

make fine seating too...!

SEAT No. 4080-4

Features . . . that bring the greatest amount of relaxing comfort to the most passengers, no matter what their size or shape.

Features . . . that are designed, engineered and constructed to keep original and maintenance costs low, while keeping Karpen standards high.

Features . . . that give seating the toughness to withstand the severe wear and tear of transportation service year-after-year.

Features . . . many of which have been originated by Karpen and accepted as standards in the transportation industry.

S. KARPEN & BROS. TRANSPORTATION SEATING

624 South Michigan Avenue, Chicago • One Park Avenue, New York

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KARPEN SEATING...POINT OF CONTACT BETWEEN THE COMPANY AND ITS PASSENGERS

"5,000,000 hp. Ago"

August, 1939: On-line display of first diesel locomotive acquired by progressive Southern Railway System.. ..now almost 80% dieselized..

THE SOUTHERN SR SERVES THE SOUTH

This locomotive was powered by a Fairbanks-Morse Opposed-Piston engine - one of the first applications of this "new" type of diesel to locomotive service.

Twelve years later -- Opposed-Piston diesel engines, totaling over 5,000,000 hp., have been placed in all types of service -- importantly including the complete line of passenger and freight diesel locomotives built by Fairbanks-Morse.

Fairbanks, Morse & Co., Chicago 5, Illinois.

FAIRBANKS-MORSE, a name worth remembering

DOORS • SIDE PANELS
BULKHEADS and PARTITIONS
in This Luxury Car are *73% Lighter*
Than Standard Steel Construction . . .

...because they are MET-L-WOOD

METAL BONDED TO PLYWOOD

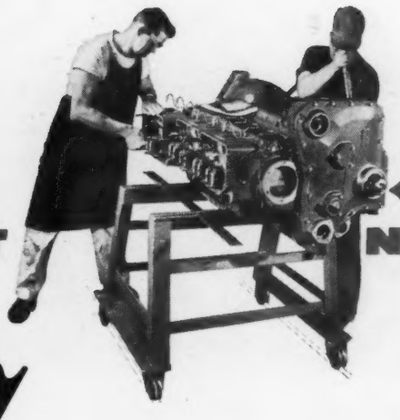
● Met-L-Wood, used in passenger cars, locomotives and baggage cars cuts deadweight to a minimum consistent with specified strengths, stiffnesses and durability. As an example, Type 2P2-3/8" Met-L-Wood, used in side panels and partitions has the stiffness of 1/4" steel plate—yet weighs only 2.6 lbs./sq. ft. as against 10 lbs./sq. ft. for 1/4" steel plate!

Whether you require prefabricated Met-L-Wood units to your specifications, or can use stock sizes and finishes, the basic utility and economy of Met-L-Wood for railroad rolling stock construction is worth investigating . . . today. Write for details on your specific requirements. Our engineering staff will gladly assist you in adapting Met-L-Wood versatility to your needs.

MET-L-WOOD CORPORATION

6755 West 65th Street, Chicago 38, Illinois

MET-L-WOOD · *STRONG... LIGHT... Smooth Finish... Sound Deadening... Fire-Resisting... Insulating*



BUILT NOT ONCE BUT TWICE

Cummins®

CUSTOM BUILT Diesels

Rugged, lightweight, high-speed Cummins Diesels perform better because they're custom-built to *fit each job.* And each engine is actually built twice. Assembled, run-in tested, disassembled, inspected . . . then reassembled and tested *again.* Precision building, Cummins exclusive fuel system . . . efficient service and parts organization, enable users to get peak performance, less "down-time" and *more* rugged, dependable power from Cummins Diesels. *See your Cummins dealer.*

Lightweight High-speed Diesel Engines (50-550 hp) for: on-highway trucks
off-highway trucks • buses
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industrial locomotives
air compressors
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Diesel power by CUMMINS

CUMMINS Dependable DIESEL

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DOORS • SIDE PANELS
BULKHEADS and PARTITIONS
in This Luxury Car are *73% Lighter*
Than Standard Steel Construction . . .

...because they are MET-L-WOOD

METAL BONDED TO PLYWOOD

● Met-L-Wood, used in passenger cars, locomotives and baggage cars cuts deadweight to a minimum consistent with specified strengths, stiffnesses and durability. As an example, Type 2P2-3/8" Met-L-Wood, used in side panels and partitions has the stiffness of 1/4" steel plate—yet weighs only 2.6 lbs./sq. ft. as against 10 lbs./sq. ft. for 1/4" steel plate!

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MET-L-WOOD CORPORATION

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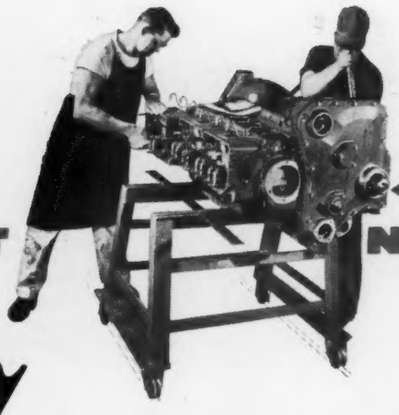
MET-L-WOOD · *STRONG... LIGHT... Smooth Finish... Sound Deadening... Fire-Resisting... Insulating*



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Rugged, lightweight, high-speed Cummins Diesels perform better because they're custom-built to *fit each job.* And each engine is actually built twice. Assembled, run-in tested, disassembled, inspected . . . then reassembled and tested *again.* Precision building, Cummins exclusive fuel system . . . efficient service and parts organization, enable users to get peak performance, less "down-time" and *more* rugged, dependable power from Cummins Diesels. *See your Cummins dealer.*

Lightweight High-speed Diesel Engines (50-550 hp) for: on-highway trucks · off-highway trucks · buses · tractors · earthmovers · shovels · cranes · industrial locomotives · air compressors · logging yarders and loaders · drilling rigs · centrifugal pumps · generator sets and power units · work boats and pleasure craft

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CUMMINS Dependable DIESEL

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As custodian of the 5,000-plus volumes, the countless numbers of magazines, official bulletins, and A.A.R and I.C.C. statistics which make up our library—many of which date back to the early days of the industry—Edith Stone is expected to be practically omniscient in sources of information about railroading . . . and she is—almost. A member of the Special Libraries Association, she knows how to track down the documents which answer the questions asked of her. Her experience gained during five years in the *Railway Age* editorial department led to her appointment as Librarian in 1930.

Yes, Miss Stone's alert mind, her interest in the business and her instinct for research all combine to make her a typical member of the *Railway Age* staff of railway experts. She is personally responsible for the indexing of material contained in *Railway Age*, which last year alone *totaled nearly 12,000 items!* She, and her assistant, Mrs. McNally, stand ready to serve your railway information needs. Write Miss Stone at 30 Church Street, New York 7, N. Y.; 'phone her at WOrth 4-3060.

THE STANDARD RAILWAY

Steel saved civilization at Augsburg

FOR 2000 years, the western world has survived vast waves of Asiatic invaders who threatened to destroy it. Repeatedly, the fate of civilization and Christianity has seemed to hang on the outcome of a single battle.

Such a decisive action was fought at Augsburg, South Germany, in 955 A.D. Swarming out of Asia, savage Magyars overran the rich Danube Valley. They ravaged the prosperous lands of Germany, Italy and France. At last, under Otto, King of Saxony, the armored Knights of Christendom rallied. They faced a hundred thousand fierce foes. The battle raged all day. Thousands were slain. At last the tide turned and the Magyars fled. For three days the Knights pursued the scattered enemy, killing or capturing thousands more. Symbolic of the west's predominance in weapons and armor of iron and steel, victory was credited to King Otto's iron-tipped Holy Lance.

Augsburg ended the Magyars' attempts to conquer Europe. They settled down to peaceful living in their valley and within 50 years accepted Christianity. Again, history demonstrated the truism that no people or alliance can establish supremacy unless it first predominates in the production and use of iron and steel.

It is reassuring that America produces twice as much steel as the rest of the world combined. America has the steel to win. We will use enough of it to protect our leadership of a free Christian world.

Scrap Metal is Critical Again

The Youngstown Sheet and Tube Company

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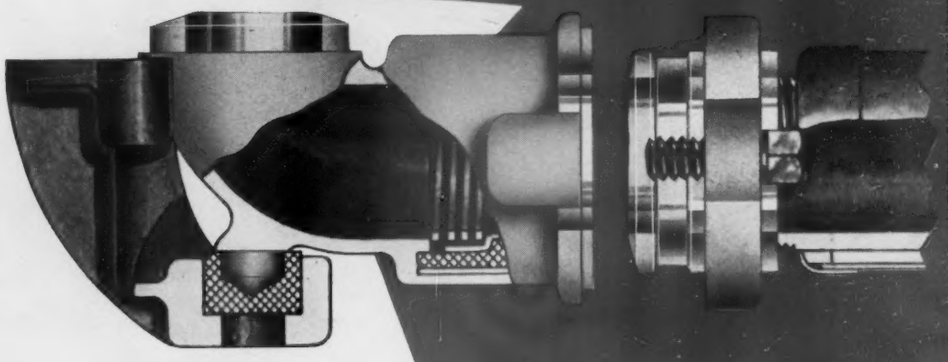
MANUFACTURERS OF CARBON ALLOY AND YOLOY STEELS

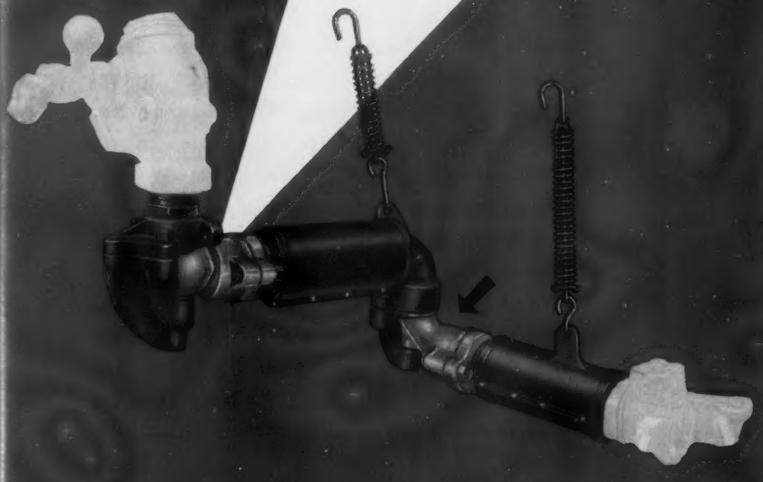
The steel industry is using all its resources to produce more steel, but it needs your help and needs it now. Turn in your scrap, through your regular sources, at the earliest possible moment.

Star Performer

on Hundreds of Passenger Cars...

the VAPOR 2½" metallic conduit





The bearing surfaces of Vapor Flexible Metal Conduits are plated to prevent corrosion, to eliminate friction and to provide a more perfect seal and prolong the life of the gaskets. These conduits operate efficiently under any train line pressure up to full boiler pressures of locomotive or steam generator.

The unique construction of Vapor conduits keeps them freely flexible under maximum steam pressures. They provide a full unobstructed opening for steam passage.

Hitch your cars to the "Star" performer . . . Vapor Flexible Metallic Conduit.

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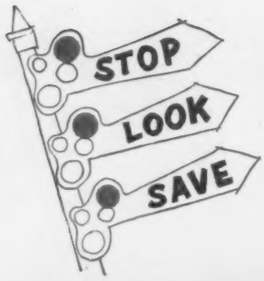
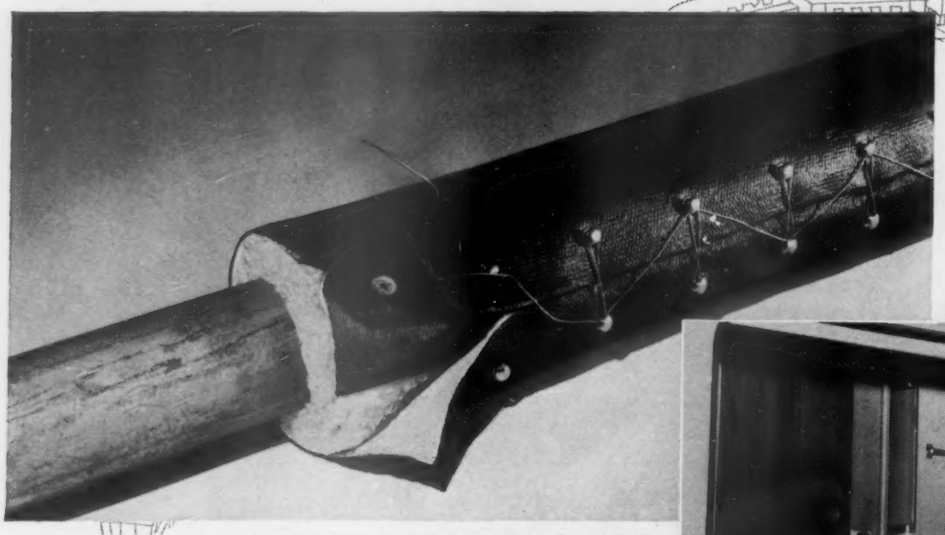


New J-M Insulation saves heat... helps stop cold-car complaints



Thermo-Wrap is secured to steam pipes with lacing hooks that are properly spaced to facilitate installation. Note double lap at joints to provide a weather-tight seal.

Thermo-Wrap makes steam heat available throughout the entire length of the train—helps keep passengers warm and comfortable even on coldest days.

Cover your car heating lines with Thermo-Wrap, the improved Johns-Manville lace-type insulation, and you'll keep costly heat *inside* the pipes where you want it.

This not only saves fuel—it also helps keep passengers warm and comfortable throughout the length of the train!

Thermo-Wrap owes its exceptional efficiency to an insulating medium of twisted asbestos fibers held together by asbestos yarn, and enclosed in a woven asbestos jacket. Over its entire outside surface, this jacket is coated with a tough, durable, and fire-resistant waterproof coating to assure maximum protection against abrasion, mechanical abuse and moisture. Even in the most rugged railroad service, Thermo-Wrap stands up under the impact of rain, sleet, snow and flying ballast.

In addition to the fuel-saving serviceability factors, you will find Thermo-Wrap economical to use because it can be quickly and easily applied on straight or curved pipe . . . fits tight and stays tight on the job. For further information, write for Folder IN-132A. Address Johns-Manville, Box 290, New York 16, N. Y. In Canada: 199 Bay Street, Toronto 1, Ontario.

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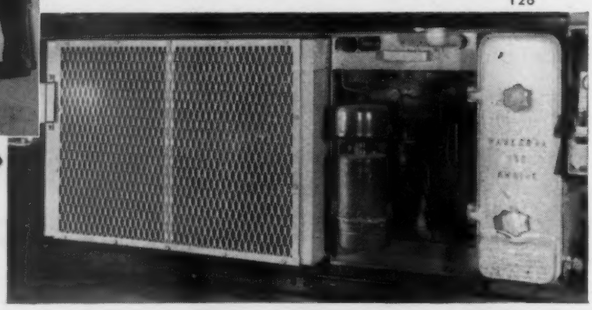

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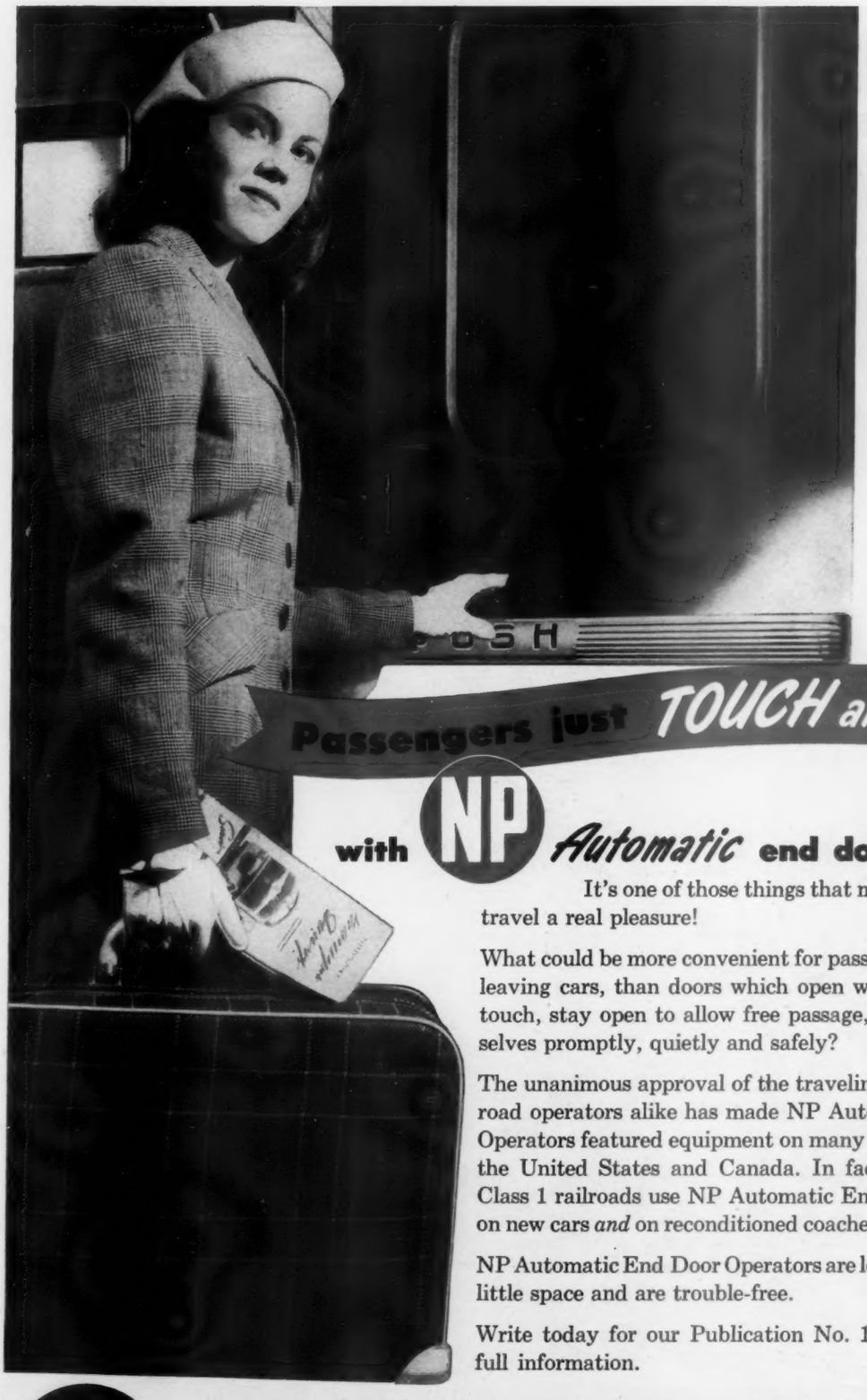

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What could be more convenient for passengers entering or leaving cars, than doors which open wide at the merest touch, stay open to allow free passage, then close themselves promptly, quietly and safely?

The unanimous approval of the traveling public and railroad operators alike has made NP Automatic End Door Operators featured equipment on many roads throughout the United States and Canada. In fact, more than 25 Class 1 railroads use NP Automatic End Door operators on new cars *and* on reconditioned coaches.

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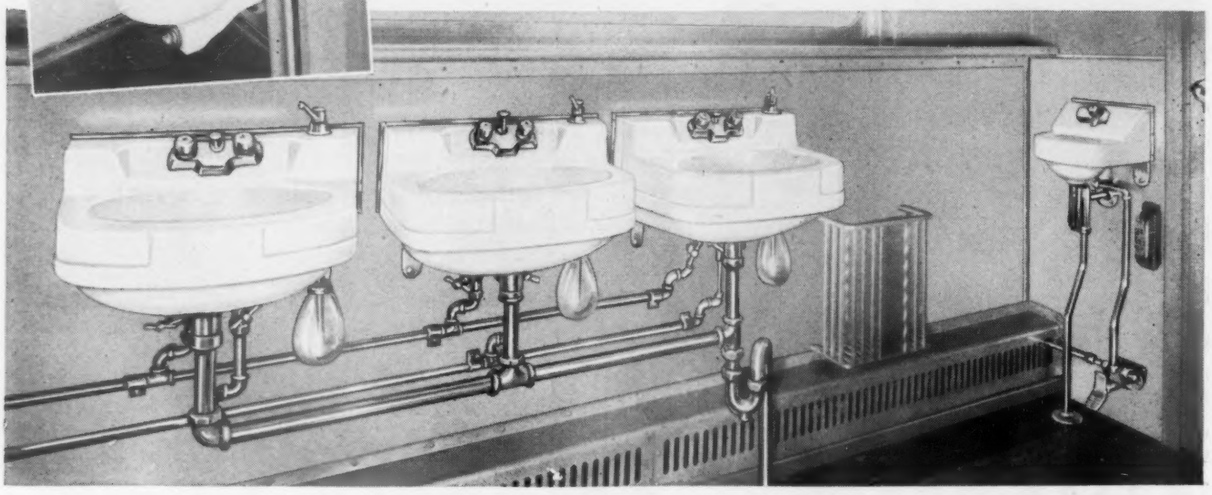
Left: Efficient, wall supported water closet. Crane quality vitreous china.

Below: A bank of Crane Lavalux *vitreous china lavatories and the sanitary* Oral Hygiene *dental lavatory.*

paying dividends in lasting service... lowest upkeep!

The consistent high quality of Crane sanitary equipment for railroads has made it the preferred plumbing all up and down the line. You'll find it aboard high-speed feature trains—on the dependable commuters—and in the way stations and terminals across the country.

Providing the rail traveler with all the comforts and sanitation of America's *preferred* home plumbing, Crane sanitary equipment also protects the operators' interests with design and construction able to withstand the use and abuse of constant public service.



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So for safety and economy in cross ties, bridge ties, framed bridge timbers, piles, poles and cross arms, consult an Amcreco Representative. There is no obligation.

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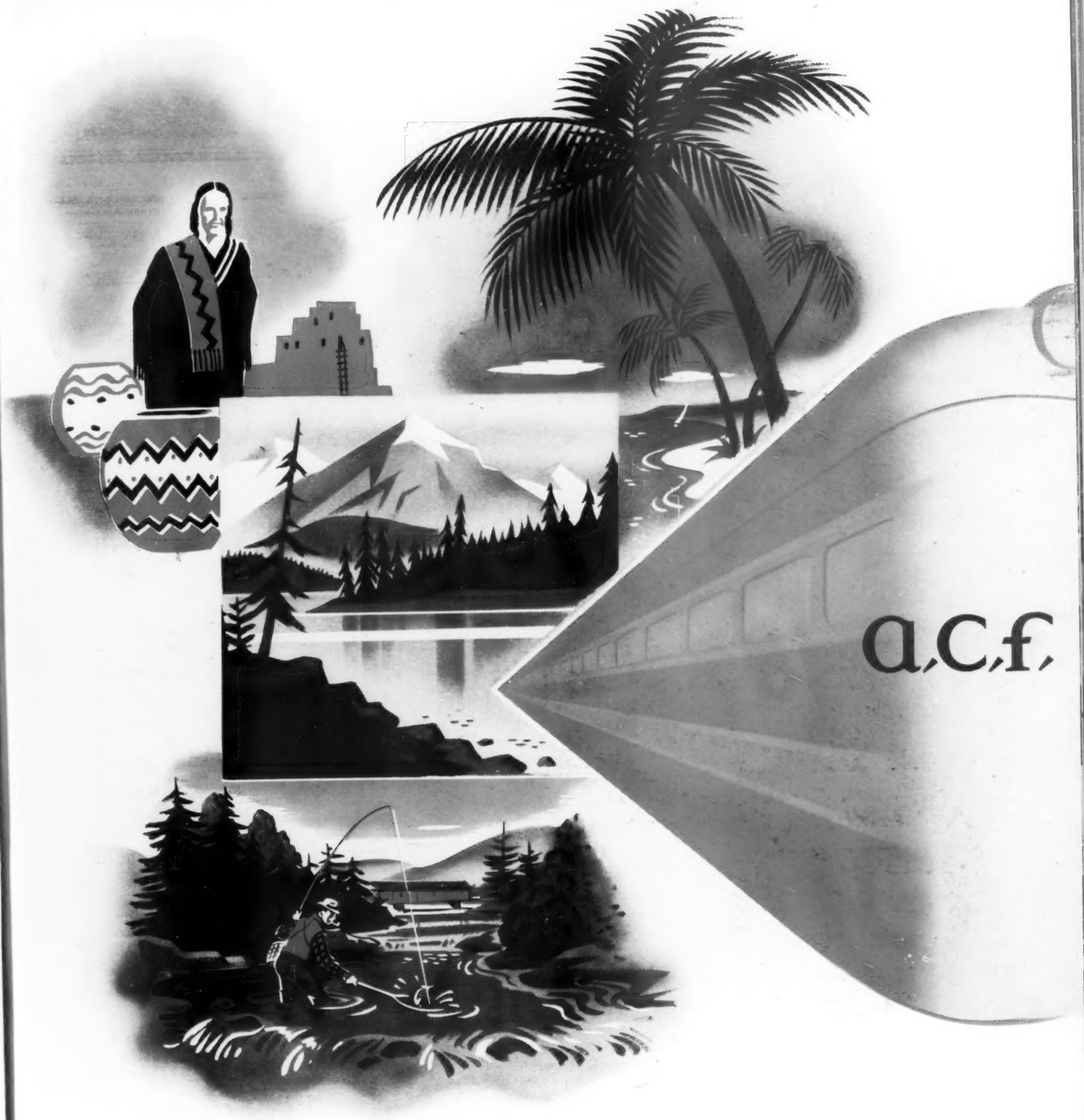

You get a New Look when you Travel by Rail . . .

Southbound? Here's just the ticket

Comfort plus famous Southern hospitality takes on added meaning when you Travel South by Rail. Whether your pleasure is fun or just plain relaxation, you'll find the time and place for it by rail.

You get a New Look when you

Sound sleep is healthy for business too!

Spacious family-size sleeping accommodations give travelers another good reason to "make the trip by rail". A blissful night's sleep on a full-length, full-size bed makes a passenger a walking advertisement for rail travel.

Tonic to stimulate new passenger traffic

A barbershop on rails means all that—and more to the traveling businessman. Appetite appeal invites eager reading of the menu in the quiet relaxed atmosphere of modern railroad diners.

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THESE FAMOUS ROADS ARE REPRESENTED IN THE VIEWS SHOWN HERE

Super is the word...

for the homelike comfort of bedroom accommodations when you "travel by rail". Uncrowded, roomy sleeping cars that befit a leisurely trip say "come again" to every passenger young and old.

Travel by Rail

Be smart! go by Rail

Luxurious travel at low fares, through scenery of exciting grandeur—the railroads give passengers more for their travel dollars than ever before.

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for the sumptuous lounge cars, for reading or just plain relaxing. And if you're in the mood, just call the waiter, the pleasure's all yours.

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in cars built by a.c.f.

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• flexible! comfortable! profitable!

FAST, comfortable and economical in operation, this new Budd Rail Diesel Car is putting "profit" back in the lexicon of branch line operation and doing a real job in main line service.

Operational in train or as single units, these rail diesel cars are particularly useful in that they may be quickly uncoupled from each other and proceed individually to different destinations.

The newest thing in railroading, engineered with the finest and most modern devices, these Budd Rail Diesel Cars, naturally, are equipped for smooth train operation with Waughmat Twin Cushions.

Twin Cushions, the cushioning equipment of the "stream liners," are practically standard equipment on all modern cars. They are the lowest cost *big* improvement that can be made on any car. Specify Waughmat Twin Cushions for all new equipment, passenger or freight, or for draft gear replacement on existing cars.

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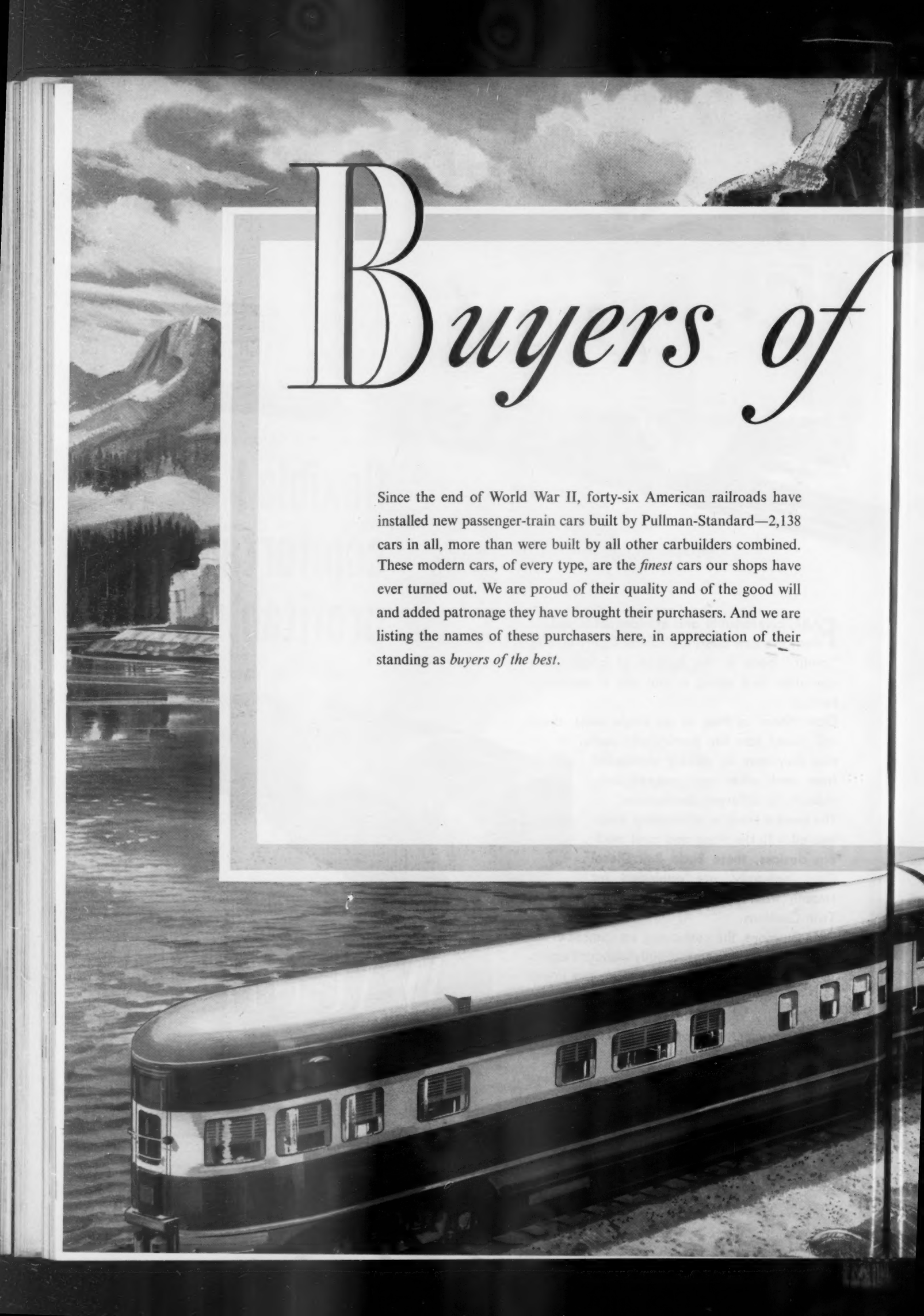

Buyers of

Since the end of World War II, forty-six American railroads have installed new passenger-train cars built by Pullman-Standard—2,138 cars in all, more than were built by all other carbuilders combined. These modern cars, of every type, are the *finest* cars our shops have ever turned out. We are proud of their quality and of the good will and added patronage they have brought their purchasers. And we are listing the names of these purchasers here, in appreciation of their standing as *buyers of the best*.

the best

Buyers of Pullman-Standard Passenger-Train Cars
January 1, 1946, to April 1, 1951

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Atlantic Coast Line
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Chesapeake & Ohio
Chicago & Eastern Illinois
Chicago and North Western
Chicago, Burlington & Quincy
Chicago Great Western
Chicago, Milwaukee, St. Paul & Pacific
Chicago, Minneapolis, St. Paul & Omaha
Chicago, Rock Island & Pacific
Cincinnati, New Orleans & Texas Pacific
Delaware, Lackawanna & Western
Denver & Rio Grande Western
Erie
Florida East Coast
Great Northern
Illinois Central
International-Great Northern
Kansas City Southern
Louisiana & Arkansas
Louisville & Nashville
Maine Central
Missouri-Kansas-Texas
Missouri Pacific
New Orleans & Northeastern
New York Central
New York, Chicago & St. Louis
New York, New Haven & Hartford
Norfolk & Western
Northern Pacific
Pennsylvania
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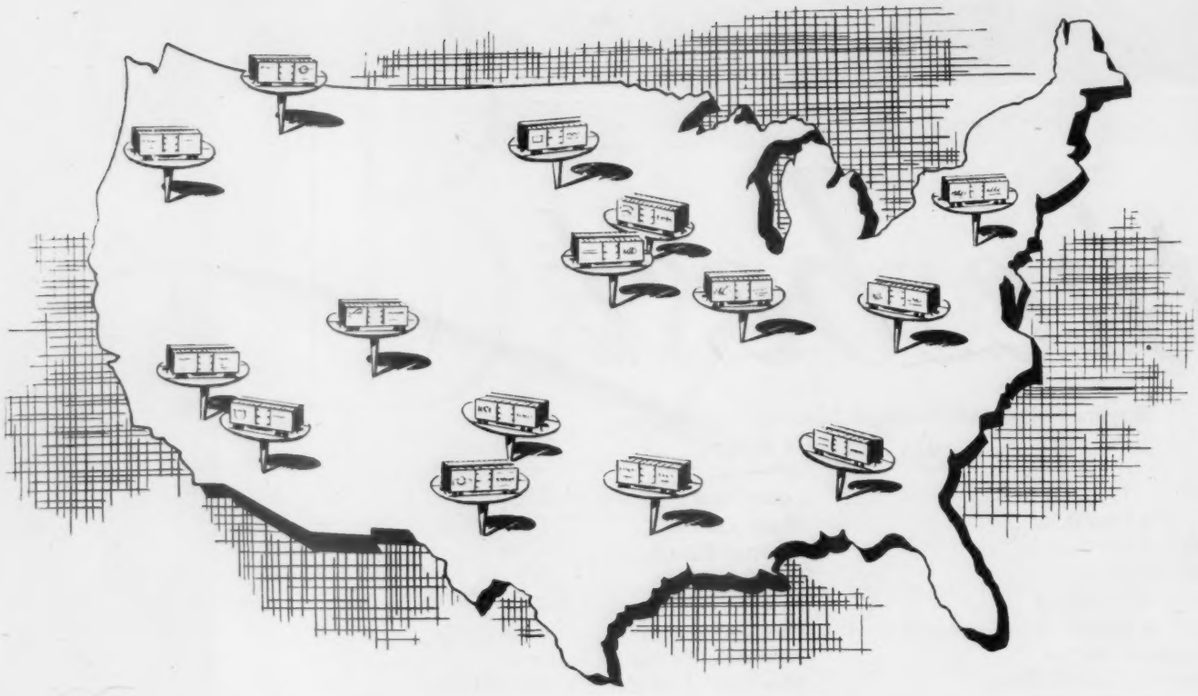

AT ANY *Location* ...AT ANY *Temperature* ...

1 LOW CONDUCTIVITY. Thoroughly washed and sterilized, all-hair heat barrier. Rated conductivity—.25 btu per square foot, per hour, per degree F., per inch thick.

2 LIGHT WEIGHT. Advanced processing methods reduce weight of STREAMLITE HAIRINSUL by 40%.

3 PERMANENT. Does not disintegrate when wet, resists absorption. Will not shake down, is fire-resistant and odorless.

4 EASY TO INSTALL. Blankets may be applied to car wall in one piece, from sill to plate and from one side door to the other. Self-supporting in wall sections between fasteners.

5 COMPLETE RANGE. STREAMLITE HAIRINSUL is available ½" to 4" thick, up to 127" wide. Stitched on 5" or 10" centers between two layers of reinforced asphalt laminated paper. Other weights and facings are available.

6 HIGH SALVAGE VALUE. The all-hair content does not deteriorate with age; therefor has high salvage value. No other type of insulation offers a comparable saving.

Streamlite HAIRINSUL

Protects Perishables!

Streamlite Hairinsul is recognized by car building engineers to be the most efficient under all operating conditions. The successful use of all-hair Hairinsul for nearly half a century is proof that service conditions never impair its high insulating efficiency.

Major advantages of Streamlite Hairinsul are given at the left. Write for complete data.

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to whose century of progress
we have been privileged to contribute
Fine Steel Castings for many years . . .

Photo of historic
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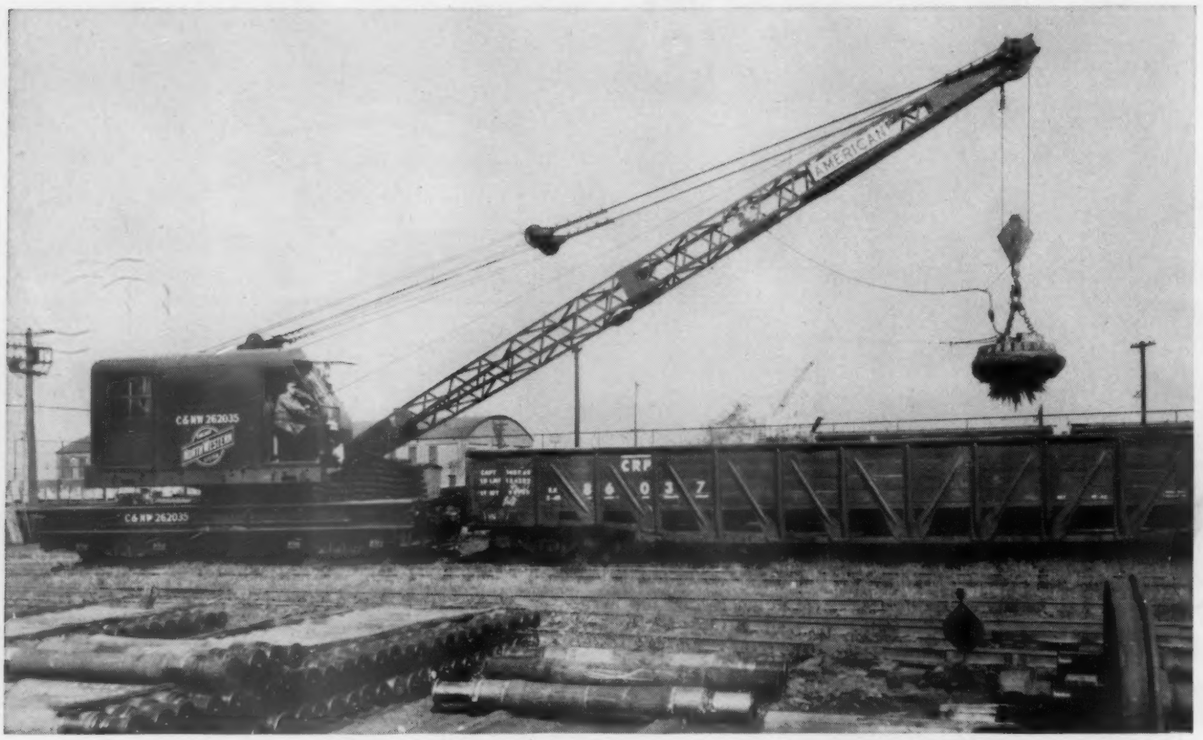

FUEL cost for this 30-ton American Diesel crane averages about $1.40 a day. The steam crane it replaced used $6.60 worth of coal a day. For the Chicago & North Western Ry., that's a mighty important yearly saving—*on fuel alone.*

But that isn't all. Higher speed enables the American Diesel to load two more cars of scrap a day than the steamer ever could. And it saves three stops the steam crane made each day for fuel and water.

If you have ancient steam cranes eating up your profits, why not check and mail the coupon below.

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a 10-year record of improved values

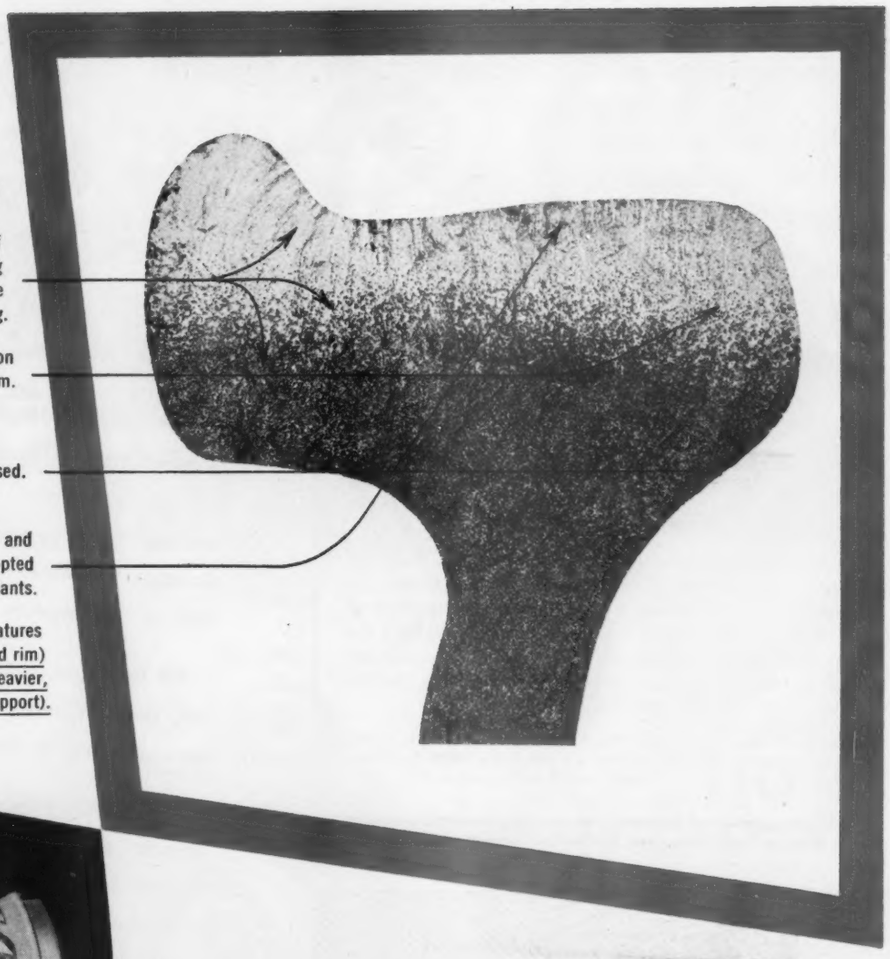
1941-1946 Improved Control of mottled iron formation, providing clearer chill at tread and more impact resistant gray iron backing.

1945 AMCCW plants adopt limitation on chill depth in rim.

1945 Rim thickness increased.

1947 More rigid inspection and standards for rotundity adopted for wheels shipped from AMCCW plants.

1950 New wheel design features heavier tread (stronger flange and rim) and more brackets (thicker, heavier, more continuous flange support).



INSIDE STORY...

of the AMCCW chilled car wheel

The 10-year record of improved values gives you the inside story of why AMCCW wheels are making better safety records . . . 120,000,000 car miles in 1950 without failure.

(And the new AMCCW design with its 100% increase in rim strength and 20% increase in flange strength is just beginning to roll.)

The record shows why chilled car wheel performance has improved so continuously, over the years.

For more information about the advantages of AMCCW wheels, write for the booklet: GENTLEMEN OF THE JURY.

AMCCW

Low first cost
Low exchange rates
Reduced inventory
Short haul delivery
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High safety standards
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ASSOCIATION OF MANUFACTURERS OF CHILLED CAR WHEELS

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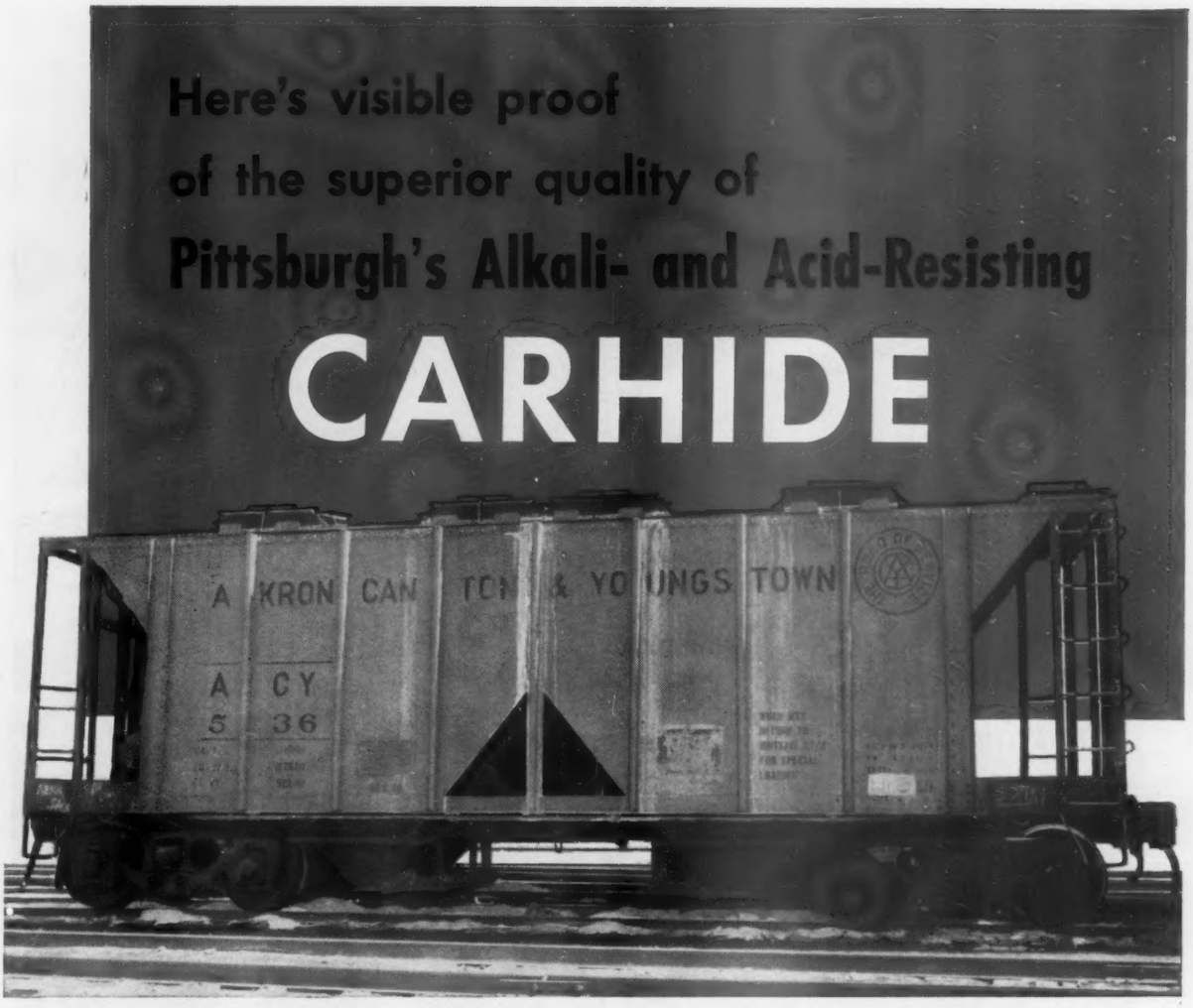
Griffin Wheel Co. • Marshall Car Wheel & Foundry Co. • New York Car Wheel Co.
Pullman-Standard Car Mfg. Co.



A. C. & Y. uses covered hopper cars like this in daily service for more than two years to haul corrosive soda ash—*without need of refinishing!*

AMERICAN railroad men have long recognized the superior performance of Pittsburgh CARHIDE as a freight car finish.

● **Now,** Pittsburgh announces its new alkali- and acid-resisting CARHIDE to provide exceptional protection for covered hopper cars used to haul alkalis which speedily destroy ordinary finishes.

● **Hundreds of cars** painted with this new CARHIDE have been in service on railroads in many parts of this country for periods ranging from one to more than two years with unusually satisfactory results.

● **The severest** as well as the longest test to which this protective finish has been subjected is that of a car operated by the A. C. & Y. railroad. This car has hauled soda ash continuously for more than 26 months. Although soda ash is the most corrosive of all dry cargoes, this car shows little effect of its rigorous use.

● **Besides unusual** resistance to corrosive loadings, this new CARHIDE has high resistance to abrasion. It can be scrubbed repeatedly without affecting its protective quality. CARHIDE goes on quickly and easily and dries rapidly so that one-day finishing schedules are readily maintained.

● **If your line** has cars required for such ladings as soda ash, sulphur, phosphate, cement, lime, common salt, alkalis, acids, crude oils and alcohols, it will pay you to investigate what this new alkali- and acid-resisting CARHIDE can do for you. Call on us for suggestions and advisory service. Our extensive experience in providing railway finishes for every need can save you time and money.

PITTSBURGH PLATE GLASS COMPANY
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Factories: Milwaukee, Wis.; Newark, N. J.; Springdale, Pa.; Houston, Texas; Los Angeles, Calif.; Portland, Ore. Ditzler Color Div., Detroit, Mich. The Thresher Paint & Varnish Co., Dayton, Ohio. Forbes Finishes Div., Cleveland, Ohio. M. B. Suydam Div., Pittsburgh, Pa.

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Take the maximum load ... make the fastest schedule

–because cars are

SOLID-BEARING-EQUIPPED!

Steel, stone, coal, ore, cement—take anything at all on AAR solid bearing cars . . . and highball along at maximum roadbed speeds.

Loads? Well, the load limits of AAR bearings have not even been approached. Compressive strength of the babbitt is *20* times the maximum journal load at highest normal temperatures.

And speed? Why AAR solid bearings operate just as safely and efficiently at 90 m.p.h. as at 10. *Oil film pressures increase with speed.* You get a thicker film of oil that more than compensates for any viscosity change.

You just can't beat low-cost solid bearings for railroad rolling stock!

MAGNUS METAL CORPORATION
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Be sure to get your free copy of the *facts*

See why America's Railroads have standardized on Solid Bearings

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A free copy is yours on request. Just write a post card or letter to Magnus Metal Corporation, 111 Broadway, New York 6, N. Y.

HOW TO PUT PASSENGER SERVICE IN THE BLACK INK

We are here presenting—with a change in emphasis and a change in time of appearance—our 13th issue devoted in its entirety, excepting the regular news pages, to the interests of passenger traffic. The principal change in emphasis lies in the fact that, this time, we are offering a practical sales manual for the stimulation of passenger travel—not only listing the attractive trains now available, but providing a comprehensive illustrated guide to resort areas of the United States and Canada.

The thousands of interline ticket agents and passenger traffic salesmen who will receive this issue will, thus, have in convenient form a ready answer for any prospective customer who wants ideas on where to go and what he will see when he gets there; and what trains will take him there with a maximum of comfort. Our annual passenger issue was formerly published in the fall, but we have changed the date to May to serve the vacation travel market which gets pretty active about now.

In attempting this rather large assignment, we were greatly aided by the fact that one of our editors used to be a writer of travel books—and is well versed in the geography of all of the continent which is likely to interest travelers. To him, therefore, fell the chore of preparing this boiled-down travel guide. He does not claim to have attained perfection in this task of condensation—so please read carefully what he has written and give us the benefit of your suggestions and criticisms, so we can do the job progressively better as we go along.

Most of the features of these passenger issues—such as data on modern trains and other service improvements—which you have found in the past are still included. But we have not provided, this time, as we did heretofore, what was primarily a proud record of what had already been accomplished in moving people faster and more comfortably. Instead our primary aim, this time, has been to give the salesman of passenger transportation ammunition which, if he uses it, should enable him here and now to sell more tickets to more people than he otherwise would be able to do.

So, please, you passenger agents—write in and tell us what you think of our effort to help your productivity; and let us know how we can do the job better next time.

Passenger Traffic Can Be Made to Pay

As all railroad men know, this paper is no defeatist on the subject of passenger traffic. We believe firmly that the traffic can be made to pay—perhaps not in terms of the Interstate Commerce Commission formula for the separation of joint expenses, but it can certainly be made to earn a substantial margin above direct expenses. Nothing is needed but firm determination and a practicable program. Adjustments in time-honored practices will be needed to secure this result—and these adjustments will require adjustments in habits of thought and action, not only by railroad people, but especially by the regulatory commissions. The necessary adjustments on the part of governmental authorities may not come without considerable effort at popular education—and the first step required in that direction is for railroad managements themselves to study the situation thoroughly and make up their minds what they ought to do. The problem is too important—too much net operating revenue is involved—to be dealt with only casually, piecemeal, and occasionally. A partial list of the problems to be solved—with the solutions to be "sold" in the proper quarters—would certainly include the following:

Putting the head-end traffic on a paying basis—including not only the express traffic but, of course, mail as

well. The trucks and air lines are out to get all of the mail traffic which is profitable, leaving the railroads with the husks. Therefore, the railway policy regarding the mail traffic ought not only to include making the traffic remunerative as a whole, but should embrace an effort to arrive at a basis of charges on competitive traffic which will retain on the rails, at remunerative rates, all traffic on which actual handling costs by rail are lower than those of rival transportation agencies.

Realistic rate-making and market analysis—Demand for transportation service by rail, whether for passengers or freight, could be taken for granted in the days when no alternative transportation except that by horse-drawn vehicle was available. There would always be some movement, no matter how high the rates or how inconvenient the schedules. Experience shows that this condition no longer obtains. No traffic now moving by railroad has a dependable demand, once a given point in charging or inconvenience is passed. It follows, as a result, that undue emphasis on uniform rates per mile—while it may save wear and tear on the gray matter—may very well fail to produce maximum potential net revenues. It may be that the "optimum" charges (i.e., those which will produce highest net revenues) vary from road to road and from service to service on the same road. Why not find out for sure, one way or the other?

Discontinuing hopelessly unprofitable services—While rail-car and other specially designed equipment will put much service in the black which would otherwise be in the red, there are many operations still being continued which are hopeless losers. It sometimes takes a lot of patience to get approval of the authorities for abandonments in such cases, but persistence usually wins. Air and bus lines do not run red-ink services; and sufficiently loud publicity will, in the end, excuse the railroads from the obligation. Commuter service is, perhaps, a special problem—but municipal transit lines seem to be working themselves out of the red ink and, by similar methods, the commuter-carrying railroads might be able to do the same. This paper sees nothing socialistic in seeking or accepting tax exemption for facilities used to provide a necessary public service which will run in the red if such taxes are levied. For that matter, it would be no more socialistic for municipalities to provide or maintain station or parking facilities—beyond the power of a railroad to afford and still stay in the black—than it is for governmental bodies to bear a large part of the cost of grade separation. If passenger traffic were freed of the burden of its red-ink services, the business might appear in its true light as a money-maker, even in terms of the I.C.C. formula.

Let's Take a Positive View

"*Accent the positive*"—Might not the effect on railway employees, on municipalities and regulatory bodies, and on the traveling public be very heartening if a considerable number of railroads made some such announcement as this?—"This company is going to go out after increased passenger business by every proved device of modern merchandising, wherever our studies indicate that sufficient potential business exists to warrant the effort, and wherever we can provide convenience or economy superior to that of other means of transportation. Our program will benefit the communities we serve, our employees, the traveling public, the taxing authorities and our stockholders. We ask the cooperation of all these groups in the removal of regulatory and union-rule red-tape which is the only obstacle which can prevent the success of the program we are embarking upon. We hope and expect the assistance of these groups, not in our interest but in their own."

Does anyone seriously doubt that vigorous action along some of the lines suggested in the above would drive away all the gloom about the passenger business—at least on most railroads? A major proportion of the railroads are stuck with an irreducible commitment in the passenger department in spite of any action they can take to the contrary. Since they have the business to deal with anyhow, the question boils down to one of taking either a positive or a negative attitude toward it. There are very few battles, in business or in actual war, which don't turn out better when conducted on the offensive, rather than as defensive operations. A lot of railroad men have criticized our country's so-called "no-victory" military policy in Korea. Aren't their ideas in that connection equally applicable to the situation of the passenger business here on the home front?

ENOUGH PASSENGER-TRAIN CARS?

After a period of nine years, during which about 8,000 new passenger-train cars were built for domestic service by the car builders and railroad shops, a heavy reduction has taken place both in passenger-train car orders and deliveries. As of May 1 orders were on the books of the builders or in railroad shops for 194 cars, of which 63 are hospital cars for the United States Army and 64 are cars for the Pennsylvania. The remainder are distributed in relatively small numbers among 12 other roads.

The question is frequently raised as to what effect the partial mobilization now under way will have on the volume of passenger traffic of the railroads of the United States in the near future. The tremendous increase of passenger movement which took place during World War II is still a vivid memory. Will something of the same kind be repeated and, if so, how well prepared are the railroads to handle it?

World War II began for the United States at the end of 1941. During that year the Class I railways handled 29.36 billion passenger-miles. The volume grew rapidly to 95.58 billion in 1944, the year of peak war traffic. It will be recalled that men were being inducted into the military services rapidly during the early years of the war, that the complete training of a soldier required several changes of station, and that, as preliminary training was completed, troops were entrained for the seaboard for movement to the various theaters of war.

Congestion was further increased by the large number of women who, with their children, followed their men as the latter were moved from station to station about the country. The partial and relatively deliberate mobilization now under way presents a different picture. Volume of movement is much less.

After the close of hostilities in 1945, the volume of passenger traffic shrank steadily until, for 1949, it amounted to 35.1 billion passenger-miles and for 1950 (December estimated) it was probably less than 32 billion. While passenger-miles are not available later than November, there is evidence of a moderate upturn in traffic since the end of last year. Passenger coach-miles were two per cent higher, and sleeping and parlor car-miles 21.5 per cent higher in January 1951, than in January 1950. Total passenger-train car-miles increased eight per cent for the same period.

At the beginning of 1942 there were available in the United States 45,397 passenger-train cars of all types, including ownership of all railroad classes and the Pullman Company. A peak ownership of 47,225 cars of all types was reached at the end of 1945. The increase was largely troop hospital cars, sleepers and kitchen cars built for the army. By 1949 all these special cars had disappeared from the inventory and at the end of that year the total number of passenger-train cars had dropped to 43,813. The Bureau of Transport Economics and Statistics of the Interstate Commerce Commission has calculated that the per cent utilization of seating capacity in coaches was 25 in 1940, 56.9 in 1944, 33.1 in 1949, and 31.6 in the first nine months of 1950. For sleeping cars, the like figures are 34.8 for 1940, 43.8 for 1949, and 44.1 for the nine months of 1950.

The margin of utilization available should provide adequate capacity to meet the needs of the probable traffic growth for the immediate future—if national mobilization continues on a training and defense basis. Should an all-out war come, the present supply of passenger-train cars would be less adequate to the demand than the 1942 fleet was to the needs of World War II.

WHY HANDICAP PASSENGER MEN?

Passenger traffic men on every railroad in the country work in the face of a "mental hazard" which handicaps them in performing a duty which is difficult enough, without the imposition of road blocks by the industry itself. That hazard is the unfavorable publicity increasingly being given, both on and off the railroads, to the so-called deficit from passenger service as it is reported by the Interstate Commerce Commission on the basis of full distribution of costs, allocated according to a formula set up by the commission.

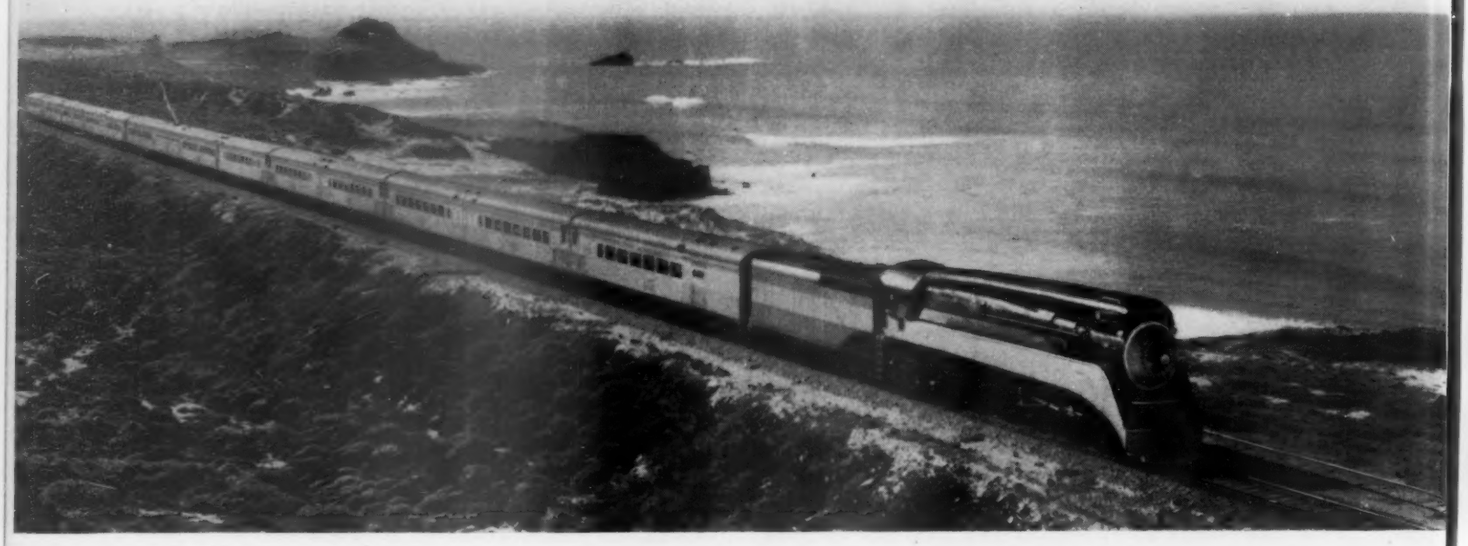
There is nothing basically wrong with the formula—as a formula. At least nobody has come forth yet with any other which has obtained wide acceptance. The trouble lies rather in the loose way in which the formula frequently is applied. The reported deficit, according to Dr. J. H. Parmelee, of the Association of American Railroads, "is not intended to show, nor does it show, what the expenses of either one of the two services [freight or passenger] would be in the complete absence of the other." The infamous deficit, in short, does not show how much railroads lose running passenger trains, but how much they lose when they charge off the cost of running the entire railroad against passenger-train revenues, in proportions based, where costs are joint, on such arbitrary measures as train-miles. Were passenger service discontinued, these same joint costs would continue to be incurred and would have to be charged entirely against the freight service. As a result, the movement of certain commodities now considered marginal—as revenues are weighed against cost of haulage—would certainly sink into the loss category. "Logic" of the sort now abusing the passenger service of the railroads would, if consistent, force the discontinuance of movement of these commodities. And so the process of "swallowing oneself" would proceed.

To quote C. E. Day, retired manager of the Southern Pacific's bureau of transportation research: "If railroad management should decide to discontinue the operation of passenger trains for the reason that they pay less than the full proportion of the common charges, it should, for the same reason, decline a substantial portion of the traffic moved in freight service which likewise is deficient in varying degrees. If every service were considered unremunerative and were to be passed up because it failed to meet the requirements of a full distribution of all charges—even though contributing something above out of pocket cost—it would lead to bankruptcy; the losses above the out-of-pocket cost of handling the marginal traffic would, in this event, be saddled on the remaining traffic, after which still other traffic would prove deficient by the same test; and finally the charges would be so great as to be unbearable by the remaining traffic."

It is true that everything on the railroad cannot be treated as a by-product. Some members of the family have to pay the fixed housekeeping bills, as well as their own keep. It will be the constant aim of every railroader to eliminate the passenger service deficit and perhaps to produce again the results of the twenties or of World War II, when the service ran up substantial profits after all costs. A preceding editorial suggests means to that end. In the meantime, a paper deficit, recorded by accountants for accountants, ought not to be allowed to get in the way of clear thinking about the real goal—to get more net income out of existing railroad plant.

If it were constantly dinned into the ears of freight solicitors specializing in perishable traffic, for example, that every pound they secured lost money for the railroad (which it does, on a full cost basis, on some roads), their present enthusiasm and effectiveness would be considerably reduced. Of course, nowhere are they so handicapped. Neither then, should be the sellers of passenger service. Only if they do their jobs well, can passenger service be made to contribute its maximum potential to railroad net income.

PASSENGER TRAFFIC ISSUE



The Passenger Business—

Trending into Armed Watchfulness

DEFENSE EFFORT ARRESTS DOWNWARD CURVE: Without any change in basic fares, passenger revenues in January this year were up 12.1 per cent, and in February, 10.4 per cent, over 1950. A definite upswing in passenger patronage was ushered in by the opening of the Korean "incident" in June 1950. Revenues in the last half of the year were up 1.5 per cent, compared with the same half of 1949. Military traffic moving on government vouchers alone accounted for an eighth of passenger revenues in the last half of 1950.

BUT TREND *WAS* DOWN: Even with the vitamins from war activity, 1950 as a whole showed a decline from 1949. Passenger revenues were down 5.5 per cent; passengers 12.0 per cent; and passenger-miles, 9.5 per cent.

HIGHER PLATEAU: Fortunately the railroad passenger business is on a higher plateau than many people realize. Even with the pre-Korean decline, revenues in 1950 were almost double those in 1939, a "normal" prewar year, and passenger-miles were more than 40 per cent higher.

LONGER JOURNEYS: The actual number of passengers hauled in January 1951 was up only 0.8 per cent, compared with a year ago. It was the big increase in "average journey per passenger per road"—from 64.1 miles in January 1950 to 70.0 miles in January 1951—which helped produce the 10 per cent increase in passenger-miles and 12.1 per cent in revenues.

SHRINKING CAR FLEET: The railroads go into this war period with a declining number of passenger-train cars. At the end of 1950 they had fewer cars than a year ago; fewer than at the close of World War II. The regular passenger-carrying capacity of the railroads is less than it was during World War II. Further, the troop sleepers and other emergency equipment built for that conflict are no longer available.

MILITARY MEN—SALES OPPORTUNITY: An opportunity to ride fine trains, free of the crowding and improvisations of World War II, is now open to members of the armed forces at round-trip coach fares which are on a "depression" level. Furlough fares at 2¼ cents a mile—and exempt from transportation tax—make it possible for passenger men to sell comfortable, modern service to a brand-new market. Furloughees choose their own routes.

AIR UP, PULLMAN DOWN: The air lines (excluding feeders and "non-skeds") produced 7.8 million passenger-miles in 1950. This is uncomfortably close to the 9.3 million produced in railway sleeping and parlor cars. Put otherwise, of first-class railroad passenger traffic and air travel combined, the air lines handled 45.4 per cent. The air volume in 1950 was up 18.3 per cent over 1949, and constituted the best business in the history of the industry. In contrast, first-class railroad traffic was down 0.1 per cent from 1949 and at the lowest level since 1941.

BUS PATRONAGE DOWN: Experience of intercity bus lines has about paralleled that of the railroads. Taking the whole of 1950, compared with 1949, passengers carried fell off 11.6 per cent, and revenues 4.8 per cent. (Railroad passengers dropped 12.0 per cent, and passenger revenue, 5.5 per cent.) Unlike the railroads, though, the bus operators were able to cut expenses more than revenues dropped, so that their operating ratio was less in 1950 than in 1949 and their net income (before income taxes) greater.

TRAIN-MILES CUT: The railroads have done a magnificent job in cutting train-miles—the chief unit of passenger service costs. Passenger train-miles operated in 1950 were down 6.0 per cent, compared with 1949—which more than matches the drop in revenues. (The bus operators cut vehicle-miles only 5.3 per cent.) Unfortunately, many of the cost factors in the I.C.C. formula for computing passenger service net are outside management's control; hence 1950 brought an all-time record deficit in the railroad passenger service, despite obvious success in cutting the prime source of operating costs.

LONGER TRAINS: The length of the average passenger train continues to climb—a good sign in the mass transportation business. Average in 1950 was 10.04 cars—up 2 per cent over 1949. Compared with 30 years ago, the length of passenger trains has increased 55 per cent.

RAILROADS HOLD PRICE LINE: Fortunately for passenger sales departments, the basic price of railroad transportation remained almost unchanged in 1950 and during 1951 thus far, despite a generally rising cost of living. "Average revenue per passenger-mile" was only slightly more in 1950 than in 1949, due chiefly to increases in commuter fares. Two big commuter lines, however, the North Western and Illinois Central—got state commission "nays" on suburban fare boosts.

WHAT PASSENGERS PAY: "Average revenue per passenger-mile" is a better indication than basic rates of fare of what passengers actually pay to ride, since it reflects round-trip reductions, excursion rates, group bargains, etc. Here is how railroad transportation stacked up with its competitors in 1949. There has been no major change in rates of fare subsequently:

Railroad—first class (excl. space charge)	3.14 cents
Scheduled air line	5.76 cents
Railroad—coach	2.41 cents
Intercity motor bus	1.87 cents
Railroad—commutation	1.43 cents

Railroad coach fares showed the greatest percentage rise since 1942, while air line rates showed the least.

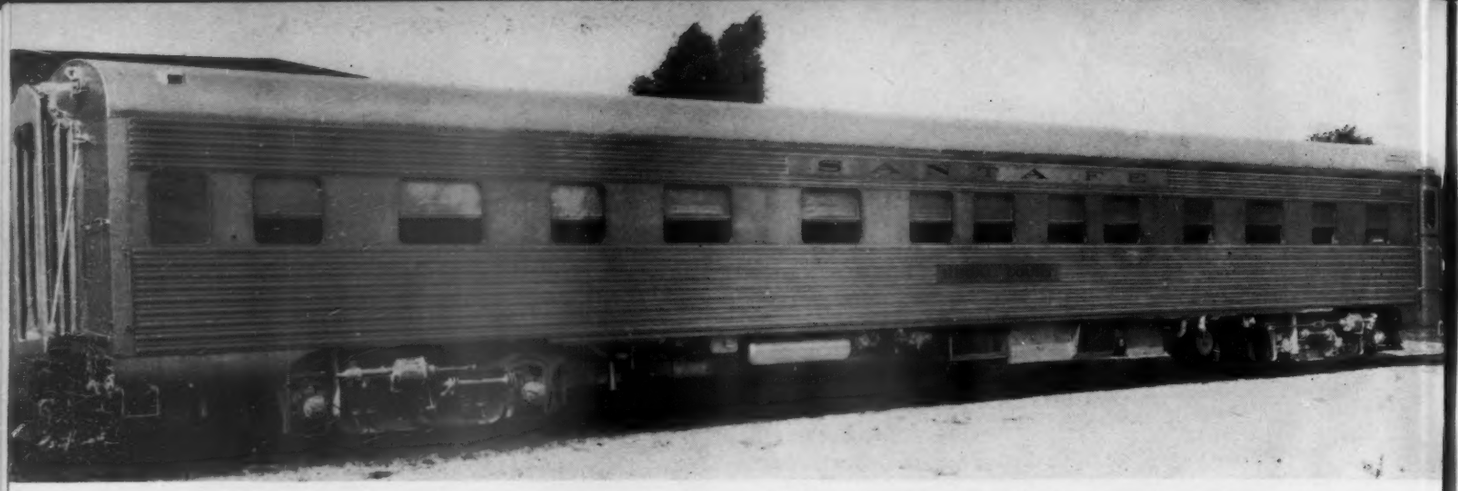
TRANSPORT TAX FOREVER? The 15 per cent federal tax on common carrier passenger transportation is still doing a good job in carrying out the purpose for which it was enacted during World War II—discouraging people from traveling by train, plane and bus. After the war ended, and the aim of the tax was rendered absurd, the carriers and travel agents fought to have it repealed. But, despite a gradual falling off in common carrier customers, the levy remained. Early in 1950 President Truman said he favored a "reduction" of the tax, but only if the same revenue could be found somewhere else. Now that we're in another war and the appetite of the government is more enormous than ever, it looks as though the tax will go on discouraging travel.

MORE THAN 60 PER CENT OF THE PASSENGER SERVICE DEFICIT in 1949 was attributable to head-end traffic (mail, express, baggage and milk). This traffic includes a large volume of what is actually *freight*, and neither good equipment, passenger promotion nor merchandising fares will make it profitable. It is a separate problem

MOST TRAINS DIESEL-HAULED: More than 57 per cent of car-miles in locomotive-propelled passenger trains in 1950 were produced by diesel-electric locomotives. Another 6 per cent moved behind straight electric locomotives. Only four years ago, steam locomotives hauled 78 per cent of the car-miles. Something to sell: a revolution in motive power.

COAST-TO-COAST TRAIN: At least three railroads have been giving active consideration to the operation of a through coast-to-coast train. Such a run would be faster than is possible with the present through sleeping cars. But if an eastern road and a western road team up to run such a train, it is feared they would strip traffic from the other lines with which they also presently interchange passengers and curtail the existing diversity of route combinations. Will it be tried out anyway?

MASS TRANSPORT KNOW-HOW: The railroads moved 38,000 Boy Scouts to and from the international "jamboree" at Valley Forge, Pa., last June. Since the site of the gathering was a small station on a branch line, the mass move required skillful planning. But the railroads set up a mobile "nerve center headquarters" and had a wonderful time doing what they know how to better than anybody else: "Move the most with the least."



Now in service on the Atchison, Topeka & Santa Fe's "Super Chief," this sleeper-observation car was built by the American Car & Foundry Co. It contains four drawing rooms, one double bedroom and an observation lounge

Nine Basic Car Types Proposed in Passenger Car Standardization Program

By CHARLES W. WRIGHT
President, American Railway Car Institute

Substantial savings in construction costs and more rapid delivery of cars seen as results of standardization

One of the most forward-looking and progressive steps in postwar railroad transportation is stemming from a research effort undertaken by the American Railway Car Institute—with the cooperation of the Association of American Railroads—to develop a means of standardizing passenger-train car construction. The research to date has been limited to non-sleeping passenger-train cars.

The institute made a close study of all cars built in recent years, and from this developed a series of basic floor plans. The plans, designed with an eye to varying traffic requirements throughout the country, are fluid enough to permit continual progress in engineering and design. It is believed the proposed cars are more than equal to the best in use today. It has been estimated that savings on passenger car construction will be substantial, and will accumulate steadily as the program gains momentum. The estimated savings assume that passenger car orders can be grouped enough to allow for broad-scale purchasing of materials and mass engineering and production procedures. Another benefit to railroads would be faster delivery schedules which would ensue from standardization.

As a result of the studies, the institute has proposed adoption of nine basic car types, certain features of which are interchangeable, resulting in 19 standard floor plans of passenger train cars. The nine car types, and the floor plans available within each basic type, include:

1—Coach, 76 Seats
Parlor Car, 38 Seats
Divided Coach, 72 Seats
Coach, 54 Seats
Coach, 42 Seats
Coach-Bar-Lounge
Parlor-Bar-Lounge
Coach-Bar-Observation
Parlor-Bar-Observation
2—Coach-Coffee Shop
3—Diner
Diner-Lounge
4—Baggage Car
5—Baggage, 30-ft. Mail Room
6—Baggage-Dormitory—18 Bunks
Baggage-Dormitory—24 Bunks
7—Baggage, 60-ft. Mail Room
8—Baggage, 85-ft. Mail Room
9—Baggage, 85-ft.

Some of the outstanding features of the proposed floor plans include: Wash room and toilet facilities above existing standards; luggage lockers and adequate miscellaneous locker space; glass sizes have been standardized, and the number of sizes reduced to a minimum; electrical lockers large enough to take care of all equipment that might be installed in them, and accessibility for maintenance tremendously simplified; electrical lockers located similarly in all cars, so equipment can always be installed in the same relation, making it easier to locate trouble; and complete flexibility for all seats, floor coverings, upholstery, paint and trim, decorations, and all other fittings which do not involve basic design; the degree of luxuriousness and the individuality of the car, therefore, can be readily adjusted to reflect the wishes of the railroad ordering the car. Specialty parts, of course, would be interchangeable.

The standardization study was undertaken because passenger car construction has become one of the most highly customized manufacturing processes, as new materials, new appliances and new design techniques have been introduced by manufacturers and by railroad mechanical departments seeking greater efficiency and greater passenger comfort and safety.

A great number of the specialty items now used in the widely varying passenger cars are non-interchangeable, which results in a concomitant increase in manu-

The New York Central in April accepted delivery of the last of 100 streamlined air-conditioned multiple-unit commuter cars ordered from the St. Louis Car Company. The cars have been used to reequip many trains completely

facturing costs. For example, if a certain heater is specified for one car, and another for the next car in line, the first may require an entirely different wiring system from that necessary for the second. A difference in the method of mounting luggage racks could cause the resdesigning of the roof and sides of a car. The same difficulties apply to other specialties. All the variations in specialties cause an increase in the final cost, because they make quantity purchasing and the application of mass production techniques difficult if not impossible.

The wide variations in car design have led to similar variations in replacement parts, involving higher inventory costs. Varying window areas, for example, may lead to the necessity for stocking a large number of different sizes of glasses, at points all over the country.

On both the initial cost of the new car and on maintenance costs, this cooperative effort by car-builders and the railroads opens the way to substantial economies.

Maximum economies, naturally, depend upon acceptance of the plans in their entirety, without even apparently minor variations which would require special engineering and construction expense.

The joint passenger car standardization program—which was ably quarterbacked by engineering staff members of the American Car & Foundry Co., the Budd Company, the Pullman-Standard Car Manufacturing Company and the St. Louis Car Company—opens the way for railroads to buy more and better passenger cars more economically, thus enabling them to provide an even better transportation service to the public.

PASSENGER-TRAIN CARS ON ORDER FOR DOMESTIC SERVICE, MAY 1, 1951

Railroad	No.	Type	Builder
Atchison, Topeka & Santa Fe	13	Sleeping	Amer. Car & Fdy.
	4	Postal	Amer. Car & Fdy.
Chicago, Burlington & Quincy	1	Undesignated	Budd
	6	Baggage-Express	R.R. Shops
Grand Trunk Western	4	Baggage-Express	Amer. Car & Fdy.
Great Northern	1	Sleeping	Pullman-Standard
	4	Baggage-Express	R.R. Shops
Gulf, Mobile & Ohio	1	Self-Propelled Coach	Amer. Car & Fdy.
Lehigh Valley	2	Rail Diesel Car	Budd
Missouri Pacific	4	Coach	Pullman-Standard
New York Central	3	Rail Diesel Car	Budd
New York, Susquehanna & Western	16	Coach	Budd
Pennsylvania	32	Coach	Budd
	2	Coach-Combination	Budd
	22	Club-Parlor-Lounge	Budd
	8	Dining	Budd
Pennsylvania-Reading Seashore Lines	6	Rail Diesel Car	Budd
Texas & Pacific	1	Coach	Pullman-Standard
United States Army	63	Hospital	St. Louis Car
Wabash	1	Dome-Parlor-Lounge	Pullman-Standard

Source: American Railway Car Institute.

PASSENGER-TRAIN CARS ORDERED, 1920-1950

Year	Carbuilders' Shops: Passenger Carrying	Carbuilders' Shops: Non-Passenger Carrying	Carbuilders' Shops: For Pullman Co.	Railroad Shops: Passenger Carrying	Railroad Shops: Non-Passenger Carrying	Total
1950	53	5	0	0	44	102
1949	95	12	0	2	0	109
1948	444	62	0	0	0	506
1947	128	11	0	138	39	316
1946	1,114	62	0	56	6	1,238
1945	2,690*	213	0	90	0	2,993
1944	683*	32	0	10	0	725
1943	1,670*	0	0	0	15	1,685
1942	32*	2	0	0	0	34
1941	206	115	197	31	0	549
1940	305	15	53	0	6	379
1939	175	21	125	0	0	321
1938	79	33	84	63	19	278
1937	181	145	171	39	31	567
1936	367	33	1	38	12	451
1935	48	69	10	6	0	133
1934	307	20	8	71	23	429
1933	13	1	3	2	0	19
1932	33	6	0	1	4	44
1931	10	21	1	3	2	37
1930	405	102	102	16	75	700
1929	767	677	550	26	363	2,383
1928	654	1,282	244	53	160	2,393
1927	993	471	118	84	27	1,693
1926	965	469	519	55	52	2,060
1925	1,002	699	479	20	74	2,274
1924	1,202	761	701	14	97	2,775
1923	762	930	424	18	98	2,232
1922	1,442	705	300	23	14	2,484
1921	125	11	100	1	50	287
1920	690	380	458	12	51	1,591

*Includes troop hospital, sleeping and kitchen cars.
Source: American Railway Car Institute.

PASSENGER-TRAIN CARS DELIVERED, 1934-1950

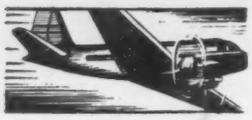
Year	Contract Shops	Company Shops	Export	Total
1950	954	10	0	964
1949	915	18	80	1,013
1948	767	124	55	946
1947	670	191	26	887
1946	1,329*	8	35	1,372
1945	928*	3	0	931
1944	995*	8	0	1,003
1943	681*	4	21	706
1942	387*	31	11	429
1941	349*	0	14	363
1940	251	6	28	285
1939	276	0	0	276
1938	352	82	0	434
1937	557	72	0	629
1936	151	40	0	191
1935	200	5	0	205
1934	180	95	15	290

*Includes troop cars.
Source: American Railway Car Institute.

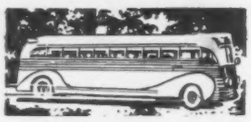
Passenger Fatalities - 1949

Per Billion Passenger Miles

PRIVATE AUTOMOBILES 20 DEATHS



SCHEDULED AIRLINES —— 13 DEATHS



MOTOR BUSES ———— 2 DEATHS

RAILROAD TRAINS —— 0.8 DEATHS

LEAST RISK OF DEATH WHILE TRAVELING was assumed by railroad passengers in 1949 (latest year for which complete data are available)

Railroads' record unimpeachable "talking point" . . .

Train Travel Is SAFE Travel

"Safety is the biggest talking point we have," President Faricy of the Association of American Railroads once remarked. Despite the fact that the overall safety record of the railroads (measured in total fatalities) in 1949 was the best in history, and 1950 the second best, the carriers have no idea that the saturation point in safety efforts have been reached. Stepped-up employee education, with a new emphasis on on-the-ground meetings with important officers, plus continued high expenditures for safety equipment, are the evidence of that attitude.

The mass casualties consequent on three unfortunate passenger-train accidents in 1950 and an even more serious mishap in 1951, which were widely publicized in the press, may have influenced even railroad men to doubt the superiority of the railroads in safety for passengers, and to seek to "soft-pedal" this traditionally important "talking point." The public was horrified, and wholly unreasoning in its attitude. For weeks after the most recent major wreck—involving a heavy commuter train with an emergency crowd aboard—people in the area were heard to remark, "It's too bad the highways are so crowded you can't drive and stay off those 'death-trap' railroad trains."

Somehow, despite the average man's aversion to statistics, the story must be told that riding on the railroad is safer than traveling in a private automobile (25 times safer, in 1949); that experience, measured in cold figures, is solidly against the man who thinks his own automobile is a relatively safe mode of transport. The presentation of the railroads' case must be so effective that it overcomes the natural inclination to regard the rare passenger-train accident with horror and at the same time ignore the daily, innumerable tragedies in private autos on the highways, which are so common that they are no longer news.

Considering only accidents to occupants, and omitting the toll of struck pedestrians, the private car is the greatest killer and maimer of any form of transport, measured both in absolute figures and in relation to passenger-miles produced.

All of the common carriers are immeasureably safer for passengers than private automobiles (including taxis) as shown in the graph herewith, based on 1949 figures. Of the common carriers, the railroads have been the safest, over the long period.

In 1949—latest year for which complete statistics are available—less than one passenger was killed (0.8) for

In 1950 scheduled air lines had the best record in passenger fatalities in their history. Still it was only half as good as the railroads'. Of 48 passengers on this plane, 38 died

Travelers by private autos and taxis face the greatest death potential of any form of transport. In 1949 a railroad passenger was 25 times safer than when traveling by automobile

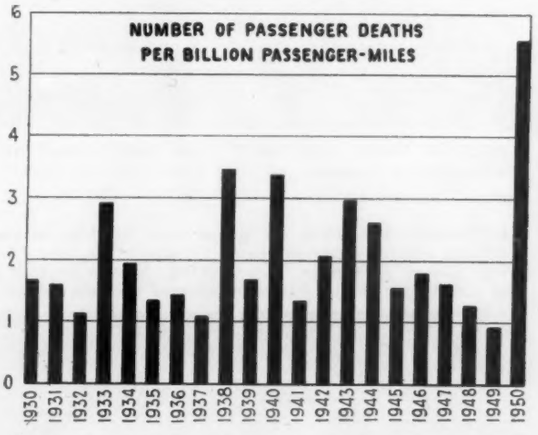
each billion passenger-miles produced, compared with 13 deaths on the scheduled air lines and 2 deaths on motor buses. (The bus ratio includes a large proportion of passenger-miles produced by slow-moving vehicles in urban transit operations, and is not, therefore, strictly comparable with the railroad or air line figure.) This means that in 1949 the railroad passenger was:

25 times safer than in "the family car"
16 times safer than in the air
2½ times safer than in a bus

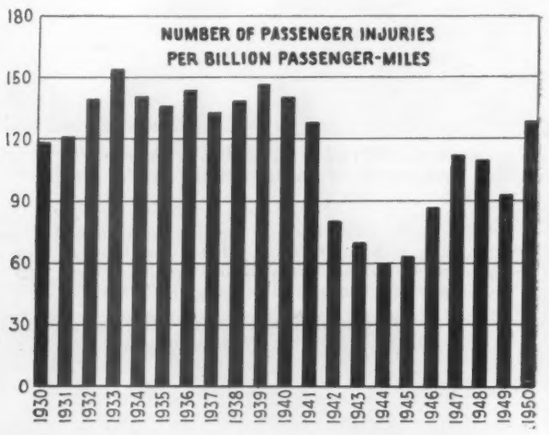
For 1950, only the railroad and air line figures are yet available. The railroad ratio for that year was the worst in at least 20 years; three serious accidents alone took the lives of more than 138 passengers. A total of 149 passengers were killed in 1950, compared with but 6 in 1949. Fortunately, the railroad passenger record for 1950 was freakish, and is not likely to be duplicated for many years to come, as is clear from experience of the past, shown in a graph of passenger deaths and injuries, 1930-1950. Furthermore, notwithstanding the impact of three bad mishaps in 1950, the railroad passenger fatality ratio of 5.56 compares favorably with the ratio of 11.5 deaths on domestic scheduled air lines. And the air line record, it must be emphasized, was the best in the history of that business, while the railroad figure is the worst in many decades. Even in a year distorted by abnormality, it was still more than twice as safe to travel by rail as by air.

The larger part of the job of making railroading even safer is that of cutting down employee deaths and injuries. In 1950 the record of the railroads on that score was outstandingly good. Fatalities to employees on duty were at the lowest level of any years on record (starting 1888). Injuries to employees in 1950 were the lowest since 1940. It is a truism to say that when employees are working safely and the railroad machine is functioning most efficiently, is when passengers face the least prospect of accident.

Robert S. Henry, public relations head of the A.A.R., once wrote that the railroads attack the goal of safer movement "along the fronts of engineering, enforcement, education and exhortation." That the attack in the "engineering" sector is full-bodied is evidenced by the accompanying photographic review of outstanding devices which directly promote passenger safety. On the other sectors of the "front," which deal with the more difficult challenge of "the human equation," there is pursued relentlessly an eternal campaign with what Colonel Henry calls "a sort of evangelical fervor for the creation of a safe state of mind."



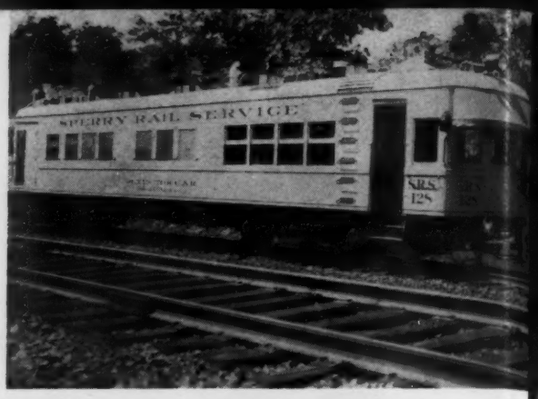
AFTER ATTAINING, IN 1949, THE BEST RECORD in passenger safety in decades, the railroads suffered an important increase in passenger deaths and injuries in 1950—due largely to three serious train accidents. Nevertheless,



the 1950 record in deaths is still twice as good as the best record ever reached by the scheduled airlines. The passenger injury rate in 1950 was more favorable than during the thirties generally

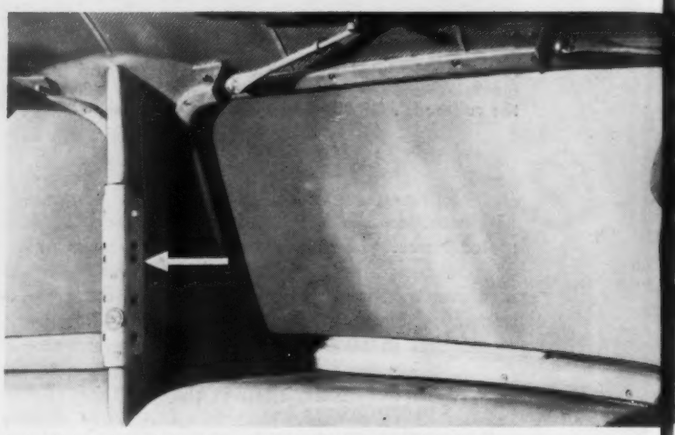
A Sampling of Important Devices Which Underlie Railroad Safety

PATROLLING of main line track, to look for rail failures, obstructions, or weakening of track structure, is an old, but essential, ingredient of railroading. The fast, convenient motor car has replaced the plodding track walker, except in unusual situations where traffic is too "hot"

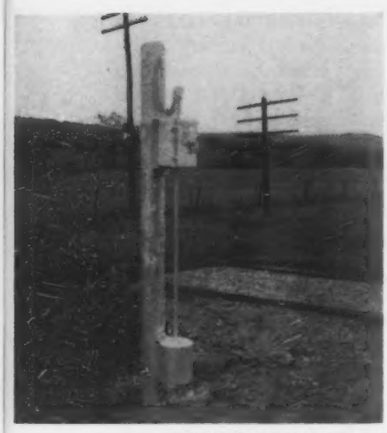


DETECTOR CARS pick out and mark hidden rail defects which the eye cannot see. Most main passenger line mileage is covered by some type of detector car at least once a year. On at least one railroad, inspection is made once every 45 days

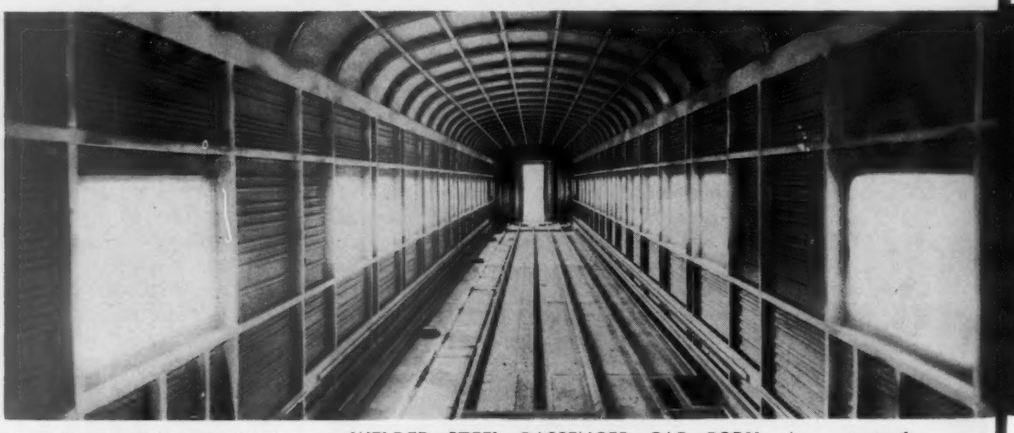
CENTRALIZED TRAFFIC CONTROL is a system superimposed on automatic block to give the dispatchers control of power switches at sidings, and signals to authorize train movements. This dispenses with train orders, and thereby improves safety, as well as expediting train movements



LOCOMOTIVE WARNING AND CONTROL SYSTEMS are in service on 21,449 miles of track and 10,821 locomotives, providing information on the condition of the line ahead and helping insure compliance with signal indications. Picture made in diesel locomotive shows arrow pointing to cab signal

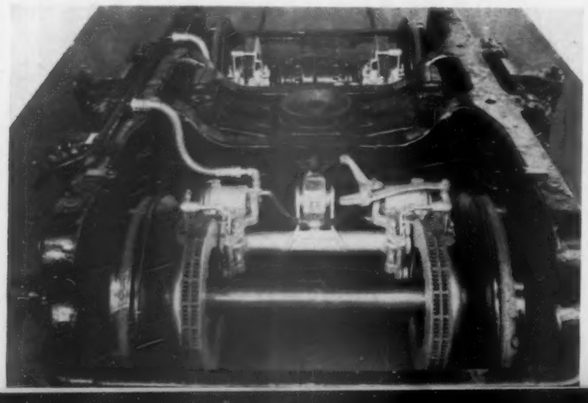


FLOOD DETECTORS include floats which rise with water level of flash floods, and thus control wayside signals

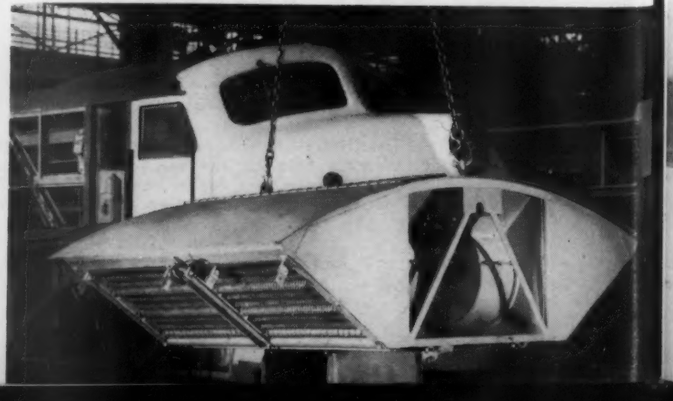


WELDED STEEL PASSENGER CAR BODY gives strength with relative lightness

DISC-TYPE BRAKES are another safe, modern means of stopping passenger trains. Like clasp brakes, they may be tied to a wheel slide control device which cuts braking distance and prevents damaging flat spots

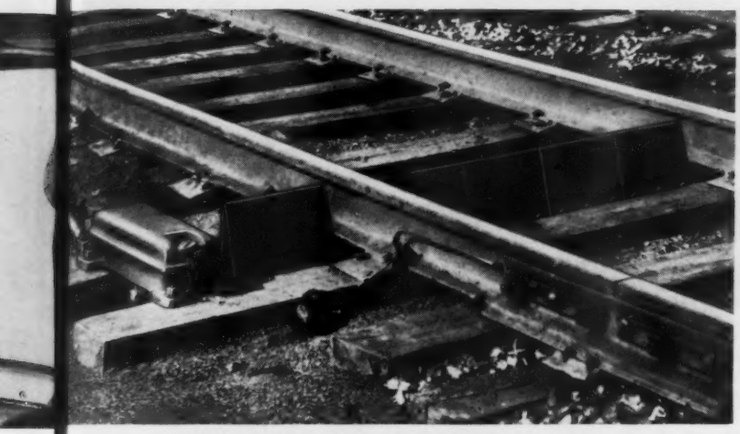


DYNAMIC BRAKING on diesel and electric locomotives utilizes electric traction motor resistance to hold trains to safe speeds on grades. This grid and blower unit, mounted in diesel roof hatch, dissipates heat of dynamic braking



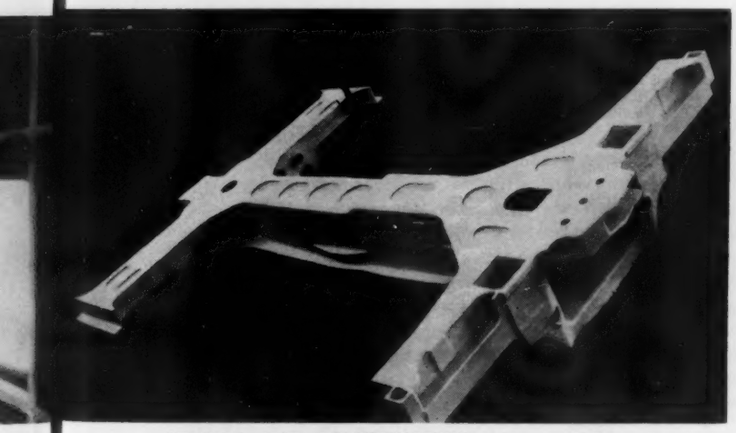
SPECIAL INSTRUMENTS for detecting rail flaws within the limits of joint bars are particularly important for safety

AUTOMATIC BLOCK SIGNALS are in service on 110,000 miles of main track in the United States and Canada



DRAGGING EQUIPMENT DETECTORS set signals to danger ahead of any train bearing defective brake beams or other underside equipment. They avert derailments

ROCK-SLIDE FENCES are sensitive to dangerous movements of rock and earth which might damage or obstruct track. They control signals to stop trains before reaching danger

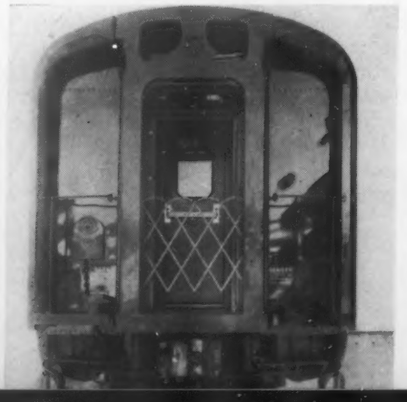


STRONG END CONSTRUCTION gives safety to cars as "containers of passengers"

UNIT CYLINDER CLASP BRAKES provide effective, quick-acting braking

"DEAD MAN" CONTROLS on diesel and electric locomotives bring train to a stop if engineman loses consciousness

TIGHTLOCK COUPLERS help hold cars in alinement in rare cases of derailment



The "Train of Tomorrow" (left) constructed for General Motors by Pullman-Standard, is now in daily service between Seattle and Portland as a part of the 15-car Union Pacific "Streamliner 457-458." The four dome cars from the original train, which gave impetus to many improvements in passenger train design, are shown here in the U.P.'s streamliner nearing the Narrows Bridge outside of Tacoma, Wash. Budd RDC cars (right) can be important traffic builders. Fifteen are in services ranging from a 928-mile overnight run on the Western Pacific to a novel operation (for which these cars are especially well suited) on the Pennsylvania-Reading Seashore Lines, where the cars come in from branch-line points to common junctions and are joined together into a 6-car train for the remainder of the trip. RDC's have proved so successful that 16 more are on domestic order, including a repeat order for the New York Central and the P.R. S.L.

Lots of Streamliners—Almost Everywhere

The appearance of 25 new streamline passenger trains on the American railroad scene in the eighteen months since an inventory of streamliners was last published in *Railway Age* (November 19, 1949) is indicative of a high degree of railroad interest in providing the best possible service and equipment for passenger travel. These 25 new trains—listed on this page—are owned and operated by 20 different railroads, and represent 52 different sets of equipment, including a total of more than 530 new cars, and new locomotives to power them. All told, this represents an outlay well over $60 million—a huge investment in better service and more comfort.

Superior Service and Schedules

Streamline trains represent more than just new equipment. They mean superior service and greatly expedited schedules. And in some cases the appearance of new streamline trains means more, as well as better, service.

This ultra-modern fleet will soon be joined by three additional streamliner runs. On June 3, the Great Northern will replace its "Oriental Limited" with a new streamline "Western Star," operating between Chicago and Seattle and providing the most modern service and accommodations for visitors to Glacier Park and the Pacific Northwest. The Pennsylvania has placed an order for 64 all-stainless steel passenger cars, to make a completely new and streamline "Congressional" between New York and Washington, and a completely new and streamline "Senator" for joint service with the New York, New Haven & Hartford between Boston and Washington.

Streamline trains have been running since 1934. They now blanket the continent. From the two short, small—profile trains that were running on January 1, 1935—the Union Pacific's "City of Salina" and the Burlington's "Pioneer Zephyr"—the streamline fleet has grown to include 178 trains operating over 48 railroads, representing 364 sets of equipment, and more than 3,725 cars. Some of the original streamline trains were so capably conceived and designed that they are still among the country's finest. On other runs traffic grew and travel habits changed to such an extent that the original equipment could not longer serve adequately, and was replaced by newer and better trains. This is a part of an unending process by which the finest and best of new equipment is assigned to each railroad's feature trains, while the older streamliners are "stepped down" to other runs. Thus the whole of passenger service is constantly leavened to higher standards.

New Equipment on Some

Within the past 18 months, in addition to the 25 new streamliner runs listed, two older streamliner runs have been provided all new equipment. The Norfolk & Western's "Powhatan Arrow," between Cincinnati and Norfolk, was all re-equipped in 1950 with the very latest in new cars. In February, the "Super Chief," leader of the Santa Fe's fleet of transcontinental streamliners, received all new equipment. This train now features the "Turquoise Room—Pleasure Dome" lounge car with its private dining room.

Modern coaches (left), featuring the utmost in comfort, are now standard on most principal trains. In modern railroad cars attention is given to every detail of design and appearance—all for the purpose of making rail travel more comfortable and pleasant. New sleeping cars (right), now widely available, feature accomodations which are convenient for family travel—such as is illustrated by this large "family room" converted from two adjoining double bedrooms by folding back a center partition. At least three railroads—the Chesapeake & Ohio, Nickel Plate, and Kansas City Southern —now operate, in regular service, all-room sleeping cars exclusively

Still another existing streamliner run—the Great Northern's "Empire Builder"—will acquire all new equipment early in June. The new train will feature an unusual coffee-shop lounge to be known as "The Ranch," in which has been created much of the flavor of a rustic western ranch house.

Streamliner Map

A two-page "Parade of the Streamliners" map showing the routes of the nation's streamliners follows. It demonstrates that this most modern type of railroad passenger service is available in every state of the union. It also charts the rapid spread of dome cars—perhaps the latest revolutionary development in the passenger transportation field. These cars—variously described as "vista-domes," "planetarium domes," "strata-domes" and "pleasure domes"—have a glassed-in "second floor" where passengers can see in all directions over the top of the train. They exploit good scenery to the full; at the same time they can make the dullest terrain more enjoyable. From a small beginning between Chicago and the Twin Cities, dome cars of various types are now in daily service from the Atlantic to the Pacific on ten different trains—with more on the way.

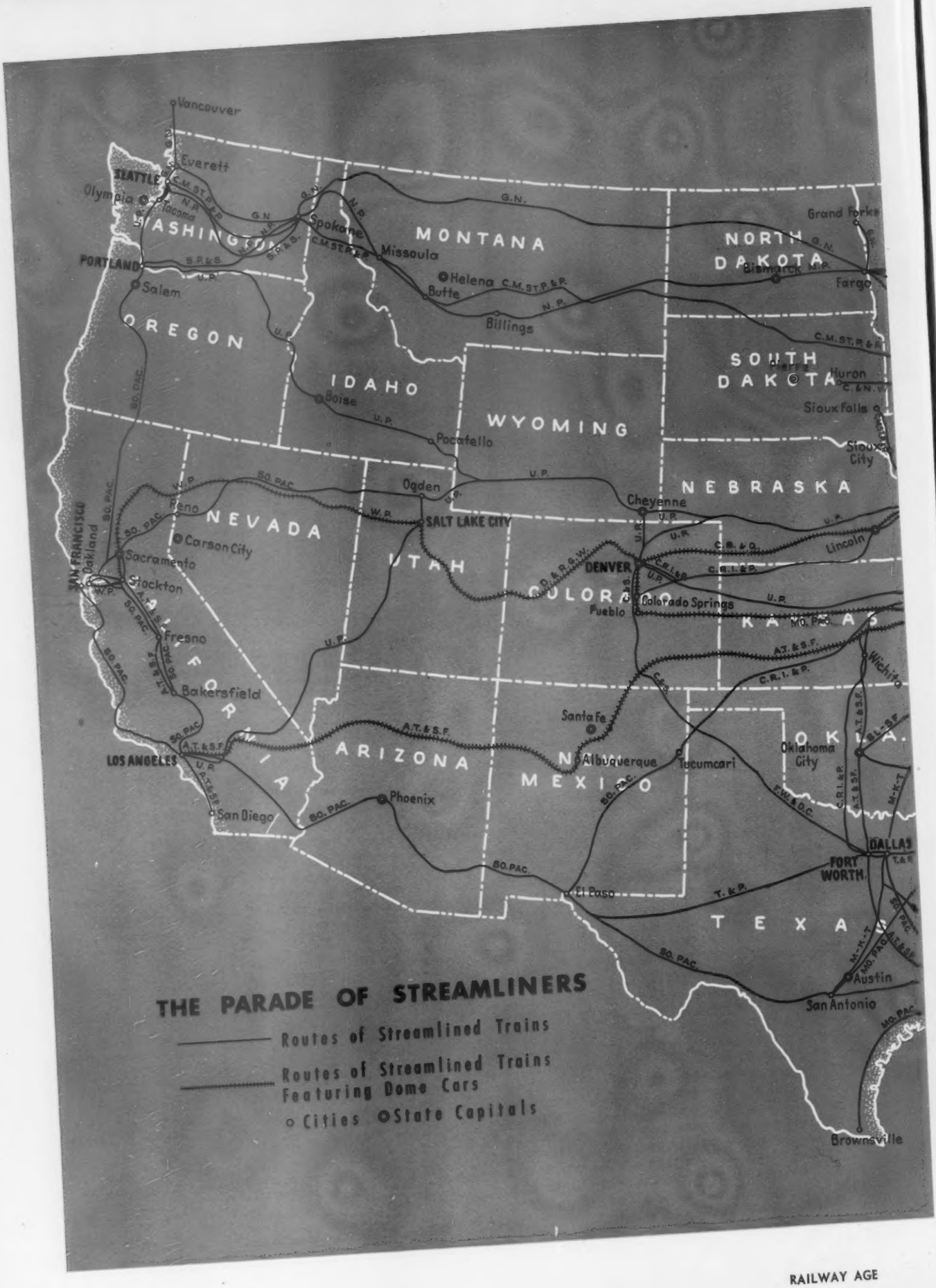
With this article is an "inventory" of the streamlined trains operated by each railroad, giving the date the train was inaugurated as a "streamliner," the number of sets of equipment needed to maintain daily service, the average number of cars in the train, and the types of revenue passenger accommodations offered. For the purpose of this tabulation, only those trains are included which can be defined as "through, named trains, made up wholly of new or rebuilt cars embodying the latest innovations for passenger comfort, and which are powered by new or rebuilt locomotives." The consist shown for each train indicates the number and type of cars regularly assigned. The uniform arrangement of some of these trains is occasionally disrupted by the addition of extra cars during periods of peak travel.

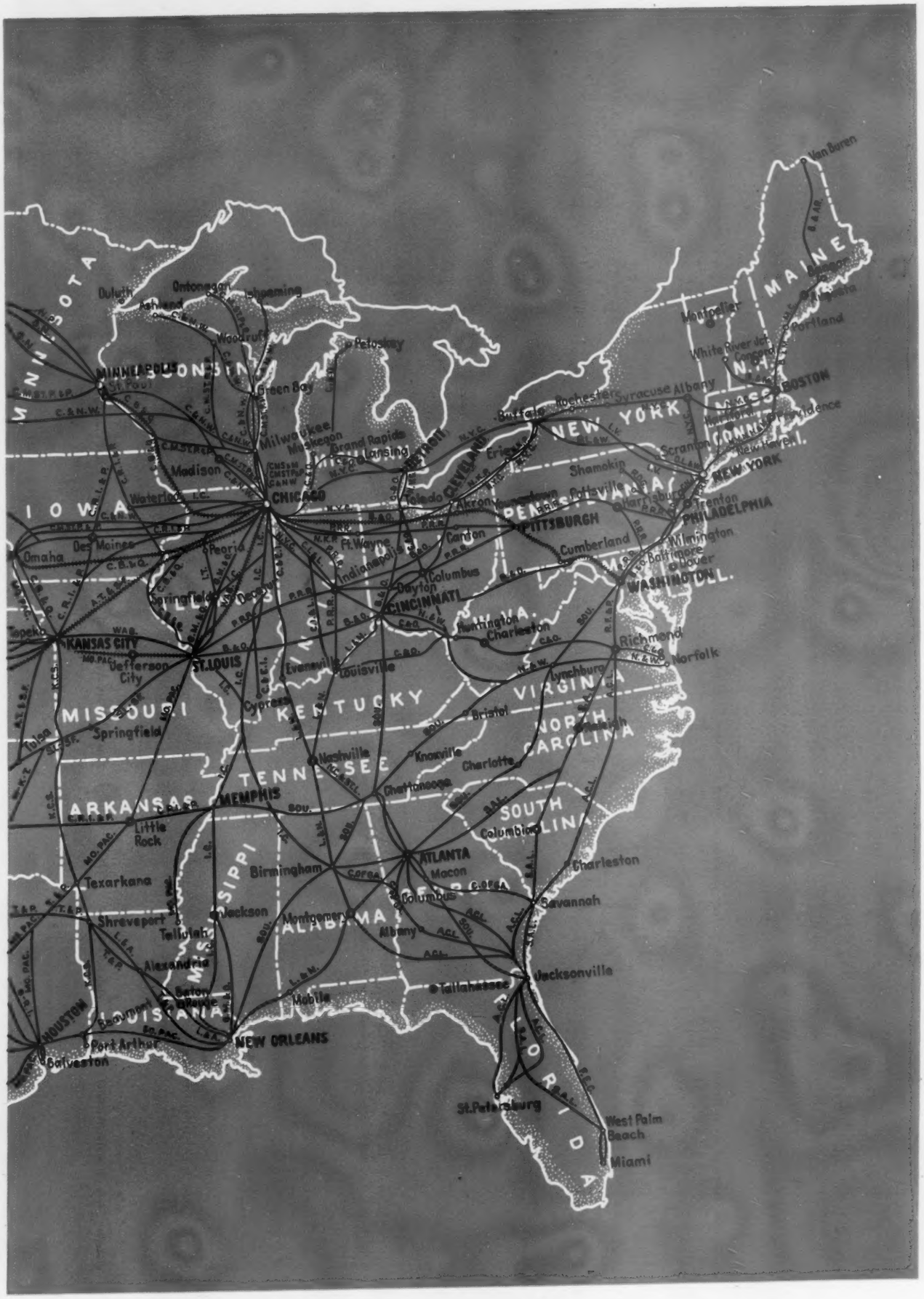
NEW STREAMLINERS

Twenty-five new streamliner runs—an average of better than one a month—have been placed in operation in the eighteen months since November 1949 (the date of the previous *Railway Age* inventory of streamlined trains). Here are the newcomers, and their owners:

BLUE BIRD*	Wabash
CASCADE	Southern Pacific
CINCINNATIAN	Baltimore & Ohio
CRESCENT	Pennsylvania-Southern-Atlanta & West Point-Western of Alabama-Louisville & Nashville
DAKOTA "400"	Chicago & North Western
FLAMBEAU "400"	Chicago & North Western
FLORIDA SPECIAL	Pennsylvania-Richmond, Fredericksburg & Potomac-Atlantic Coast Line-Florida East Coast
GEORGE WASHINGTON	Chesapeake & Ohio
INTERNATIONAL	Great Northern
KANSAS CITY CHIEF	Atchison, Topeka & Santa Fe
MOUND CITY	Illinois Terminal
NICKEL PLATE LIMITED	New York, Chicago & St. Louis
OWL	New York, New Haven & Hartford
PATRIOT	New York, New Haven & Hartford-Pennsylvania
RED RIVER	Great Northern
RESORTER	Chesapeake & Ohio
ROYAL PALM	Southern
SAN FRANCISCO OVERLAND	Southern Pacific
SANGAMON	Illinois Terminal
STREAMLINER 457-458	Union Pacific
SUNSET LIMITED	Southern Pacific
THE F.F.V.	Chesapeake & Ohio
THE SPORTSMAN	Chesapeake & Ohio
THE NEW YORKER (westbound)	Delaware, Lackawanna & Western
THE WESTERNER (eastbound)	New York, Chicago & St. Louis
WESTERNER	

*Features dome coaches and parlor cars.


Vancouver
Everett
SEATTLE
Olympia
Tacoma
WASHINGTON
PORTLAND
Salem
OREGON
Spokane
MONTANA
Missoula
Helena
Butte
Billings
NORTH DAKOTA
Bismarck
Fargo
Grand Forks
SOUTH DAKOTA
Huron
Sioux Falls
Sioux City
IDAHO
Boise
Pocatello
WYOMING
NEBRASKA
Cheyenne
Lincoln
Ogden
SALT LAKE CITY
Reno
NEVADA
Carson City
UTAH
DENVER
Colorado Springs
Pueblo
KANSAS
Wichita
SAN FRANCISCO
Oakland
Sacramento
Stockton
Fresno
Bakersfield
CALIFORNIA
LOS ANGELES
San Diego
Santa Fe
Albuquerque
Tucumcari
ARIZONA
NEW MEXICO
Phoenix
El Paso
Oklahoma City
OKLA.
DALLAS
FORT WORTH
TEXAS
Austin
San Antonio
Brownsville
U.P.
SO. PAC.
A.T.&S.F.
C.M.ST.P.&P.
G.N.
N.P.
C.B.&Q.
C.R.I.&P.
D.&R.G.W.
M.P.
MO. PAC.
T.&P.
M-K-T
C.&E.I.
C.&N.W.
W.P.
S.P.&S.
N.B.
THE PARADE OF STREAMLINERS
Routes of Streamlined Trains
Routes of Streamlined Trains Featuring Dome Cars
Cities
State Capitals


MINNESOTA
WISCONSIN
MICHIGAN
IOWA
ILLINOIS
INDIANA
OHIO
KENTUCKY
MISSOURI
ARKANSAS
TENNESSEE
MISSISSIPPI
ALABAMA
LOUISIANA
NEW YORK
PENNSYLVANIA
WEST VIRGINIA
VIRGINIA
NORTH CAROLINA
SOUTH CAROLINA
GEORGIA
FLORIDA
MAINE
N.H.
MASS.
CONN.
R.I.
Duluth
Ashland
Ontonagon
Escanaba
Iron Mountain
Ishpeming
Marquette
Houghton
Petoskey
Green Bay
Wausau
Rhinelander
Woodruff
Minneapolis
St. Paul
Madison
Milwaukee
Muskegon
Grand Rapids
Lansing
Detroit
Toledo
Cleveland
Akron
Erie
Buffalo
Rochester
Syracuse
Albany
Van Buren
Portland
Montpelier
White River Jct.
Concord
Boston
Providence
Hartford
New York
Scranton
Shamokin
Pottsville
Harrisburg
Trenton
Philadelphia
Wilmington
Baltimore
Washington
Cumberland
Pittsburgh
Canton
Ft. Wayne
Indianapolis
Columbus
Dayton
Cincinnati
Huntington
Charleston
Richmond
Norfolk
Lynchburg
Bristol
Knoxville
Nashville
Charlotte
Raleigh
Columbia
Charleston
Savannah
Atlanta
Macon
Columbus
Birmingham
Montgomery
Jackson
Tallulah
Alexandria
Shreveport
Texarkana
Little Rock
Memphis
Springfield
Joplin
Kansas City
Jefferson City
St. Louis
Evansville
Louisville
Cairo
Omaha
Des Moines
Peoria
Springfield
Topeka
Waterloo
Albany
Albany
Mobile
Jacksonville
Tallahassee
St. Petersburg
West Palm Beach
Miami
Houston
Galveston
Port Arthur
Beaumont
Baton Rouge
New Orleans

INVENTORY OF THE NATION'S STREAMLINERS

Name of Train	Operates Between	No. of Units	Date Streamlined or Placed in Service	Equipment: C—Coaches P—Parlors S—Sleepers	Average No. of Cars	Power D—Diesel E—Electric S—Steam
A. T. & S. F.						
Super Chief	Chicago-Los Angeles	5	2-22-38	S	12*	D
Chief	Chicago-Los Angeles	6	2-22-38	S	14	D
El Capitan	Chicago-Los Angeles	5	2-22-38	C	14	D
Texas Chief	Chicago-Galvaston	3	4- 3-48	C-S	12	D
Kansas Cityan	Chicago-Oklahoma City	2	4-17-38	C-P	12	D
Kansas City Chief	Chicago-Kansas City	2	4- 2-50	C-S	10	D
Golden Gate	Oakland-Bakersfield	2	7- 1-38	C	12	D
Tulsan	Kansas City-Tulsa	1	12-10-39	C-P	6	D
San Diegan	Los Angeles-San Diego	2	3-27-38	C-P	13	D
A. & W. P.						
Crescent	New York-New Orleans	4	3- 1-50	C-S	14	D
A. C. L.						
Florida Special	New York-Miami	3	12-12-49	S	16	D
East Coast Champion	New York-Miami	3	12- 1-39	C-S	17	D
West Coast Champion	New York-St. Petersburg	4	12-12-46	C-S	14	D
Dixie Flagler	Chicago-Miami	1	12-17-40	C-S	11	D
City of Miami	Chicago-Miami	1	12-18-40	C-S	13	D
South Wind	Chicago-Miami	1	12-19-40	C-S	12	D
B. & Ar.						
Aroostook Flyer	Bangor-Van Buren	1	9-26-49	C	4	D
B. & O.						
Capitol Limited	Washington-Chicago	2	6-24-35	C-S	14*	D
National Limited	Washington-St. Louis	3	6-28-40	C-S	12	D
Columbian	Washington-Chicago	2	1-11-42	C	8*	D
Cincinnatian	Cincinnati-Detroit	2	6-25-50	C	5	S
Royal Blue	Washington-Jersey City	1	6-24-35	C-P	8	D
B. & M.						
Kennebec	Boston-Bangor	2	6- 1-47	C	5	D
Flying Yankee	Boston-Bangor	2	6- 1-47	C	5	D
Pine Tree	Boston-Bangor	2	6- 1-47	C	5	D
Cheshire	Boston-White River Junction	1	4- 1-35	C	3	D
C. of Ga.						
City of Miami	Chicago-Miami	1	12-18-40	C-S	11	D
Nancy Hanks II	Savannah-Atlanta	1	7-17-47	C	6	D
Man-O'-War	Columbus-Atlanta	1	6-24-47	C	5	D
C. of N. J.						
Royal Blue	Jersey City-Washington	1	6-24-35	C-P	8	D
Crusader	Jersey City-Philadelphia	1	12-13-37	C	5	D
Wall Street	Jersey City-Philadelphia	1	3- 1-48	C	5	D
C. & O.						
George Washington	Norfolk (Phoebus)-Cincinnati	2	6-10-50	C-S	10	S
The George Washington	Ashland-Louisville	1	6-10-50	C-S	4	S
The George Washington	Washington-Charlottesville	1	6-10-50	C-S	5	S
The Sportsman	Norfolk (Phoebus)-Detroit	2	6-10-50	C-S	9	S
The F. F. V.	Washington-Huntington	2	6-10-50	C-S	9	S
Pere Marquette	Detroit-Grand Rapids	2	8-10-46	C-P	6	D
Pere Marquette	Chicago-Grand Rapids	1	10-25-48	C-P	6	D
Pere Marquette	Holland-Muskegon	1	10-25-48	C	2	D
Resorter	Chicago-Petoskey	1	6-23-50	C-S	5	D
C. & E. I.						
Dixie Flagler	Chicago-Miami	2	12-17-40	C-S	10	D
Georgian	Chicago-Atlanta	2	6- 1-48	C-S	13	D
Meadowlark	Chicago-Cypress	1	10- 6-46	C	4	D
C. & N. W.						
Twin Cities "400"	Chicago-Minneapolis	2	9-24-39	C-P	12	D
City of Los Angeles	Chicago-Los Angeles	5	5-15-36	C-S	13	D
City of San Francisco	Chicago-Oakland	5	6-14-36	C-S	14	D
City of Portland	Chicago-Portland	5	6- 6-35	C-S	12	D
City of Denver	Chicago-Denver	2	6-18-36	C-S	10	D
Dakota "400"	Chicago-Huron	2	4-30-50	C-P	7	D
Peninsula "400"	Chicago-Ishpeming	1	1-12-42	C-P	13	D
Flambeau "400"	Chicago-Ashland	2	5-26-50	C-P	12	D
Shoreland "400" / Valley "400"	Chicago-Green Bay	1	1-12-42	C-P	7	D
City of Milwaukee "400"	Chicago-Milwaukee	1	1-12-42	C-P	5	D
Commuter "400"	Chicago-Milwaukee	1	1-12-42	C-P	5	D
C. B. & Q.						
Denver Zephyr	Chicago-Denver	2	5-31-36	C-P-S	12	D
California Zephyr	Chicago-Oakland	6	3-20-49	C-S	11*	D
Morning Zephyr	Chicago-Minneapolis	1	4-21-35	C-P	8*	D
Afternoon Zephyr	Chicago-Minneapolis	1	4-21-35	C-P	8*	D

For footnotes, see page 85

Name of Train	Operates Between	No. of Units	Date Streamlined or Placed in Service	Equipment: C—Coaches P—Parlors S—Sleepers	Average No. of Cars	Power D—Diesel E—Electric S—Steam
C. B. & Q. Continued						
Nebraska Zephyr	Lincoln-Chicago	2	11-16-47	C-P	8	D
Texas Zephyr	Denver-Dallas	2	6- 2-40	C-S	10	D
Empire Builder	Chicago-Seattle	5	2-23-47	C-S	15	D
North Coast Limited	Chicago-Seattle	6	9-26-47	C-S	11½	D
Sam Houston Zephyr	Houston-Fort Worth	1	10- 1-36	C-P	5	D
Silver Streak Zephyr	Lincoln-Kansas City	1	4-15-40	C-P	5	D
Zephyr Rocket	St. Louis-Minneapolis	2	1- 7-41	C-P-S	7	D
Zephyr 9902	Chicago-Hannibal	1	6-15-41	C-P	4	D
Mark Twain Zephyr	St. Louis-Burlington	1	10-28-35	C-P	4	D
Pioneer Zephyr	Galesburg-Quincy	1	11-11-34	C	3	D
C. I. & L.						
Thoroughbred	Chicago-Louisville	2	2-15-48	C-P	5	D
Hoosier	Chicago-Indianapolis	1	8-17-48	C-P	5	D
Tippecanoe	Chicago-Indianapolis	1	11-15-47	C-P	5	D
C. M. St. P. &.P.						
Olympian Hiawatha	Chicago-Seattle-Tacoma	6	6-29-47	C-S	12	E-D
Afternoon Hiawatha	Chicago-Minneapolis	2	1-21-39	C-P	12	D
Morning Hiawatha	Chicago-Minneapolis	2	5-29-35	C-P	12	D
Pioneer Limited	Chicago-Minneapolis	2	6-29-47	C-S	12	D
Midwest Hiawatha	Chicago-Omaha-Sioux Falls	2	12-11-40	C-P	10	D
Chippewa Hiawatha	Chicago-Ontonagon	2	8- 1-48	C-P	6	S
North Woods Hiawatha%	Chicago-Woodruff	2	5-29-35	C-P	5	D
The Varsity / The Marquette	Chicago-Madison	1	1-21-39	C-P	5	D
C. N. S. & M.						
Electroliner	Chicago-Milwaukee	2	2- 9-41	C	4	E
C. R. I. & P.						
Golden State	Chicago-Los Angeles	5	6- 2-46	C-S	13	D
Rocky Mountain Rocket	Chicago-Denver	2	11-12-39	C-S	10	D
Twin Star Rocket	Minneapolis-Houston	3	1-14-45	C-P-S	8	D
Texas Rocket	Kansas City-Fort-Worth-Dallas	2	11-15-38	C-P	4	D
Corn Belt Rocket	Chicago-Omaha	1	11-23-47	C-S	8	D
Des Moines Rocket	Chicago-Des Moines	1	9-26-37	C-P	5	D
Choctaw Rocket	Memphis-Oklahoma City	2	11-17-40	C-P	5	D
Zephyr Rocket	St. Louis-Minneapolis	2	1-7- 41	C-P-S	5	D
Peoria Rocket	Chicago-Peoria	1	9-19-37	C-P	5	D
D. L. & W.						
The Phoebe Snow	Hoboken-Buffalo	2	11-15-49	C-S	8	D
The Westerner / The New Yorker	Hoboken-Buffalo	1	3- 1-50	C-S	11	D
D. & R. G. W.						
California Zephyr	Chicago-Oakland	6	3-20-49	C-S	11*	D
Colorado Eagle	St. Louis-Denver	2	6-21-42	C-S	7*	D
F. E. C.						
East Coast Champion	New York-Miami	3	12- 1-39	C-S	16	D
Dixie Flagler	Chicago-Miami	2	12-17-40	C-S	9	D
City of Miami	Chicago-Miami	2	12-18-40	C-S	10	D
South Wind	Chicago-Miami	2	12-19-40	C-S	9	D
Florida Special#	New York-Miami	3	12-12-49	S	16	D
New Royal Palm#	Detroit-Miami	4	12-15-49	C-S	15	D
G. N.						
Empire Builder	Chicago-Seattle	5	2-23-47	C-S	12	D-E
International	Seattle-Vancouver	2	6-18-50	C-P	5	D
Red River	St. Paul-Grand Forks	1	6-24-50	C-P	5	D
G. M. & O.						
Abraham Lincoln	Chicago-St. Louis	1	7- 1-35	C-P-S	12	D
Ann Rutledge	Chicago-St. Louis	1	7-26-37	C-P	12	D
Rebel	Jackson, Tenn.-New Orleans	3	7- 1-35	C-S	4	D
I. C.						
City of New Orleans	Chicago-New Orleans	2	4-27-47	C	13	D
Panama Limited	Chicago-New Orleans	2	5- 3-42	S	14	D
City of Miami	Chicago-Miami	1	12-18-40	C	11	D
Green Diamond	Chicago-St. Louis	1	5-17-36	C-P	8	D
Daylight	Chicago-St. Louis	1	9-29-46	C-P	7	D
Land-o'-Corn	Chicago-Waterloo	1	2-12-47	C	9	D
I. T.						
Fort Crevecoeur	East Peoria-St. Louis	1	2-27-49	C-P	3	E
Mound City	East Peoria-St. Louis	1	4-15-50	C-P	3	E
Sangamon	East Peoria-St. Louis	1	8-19-50	C-P	2	E
K. C. S.						
Southern Belle	Kansas City-New Orleans	2	9- 1-40	C-S	7	D
Southern Belle	Shreveport-Port Arthur	1	9- 1-40	C-S	4	D
Nos. 9 and 10	Kansas City-New Orleans	3	4- 3-40	C-S	7	D

For footnotes, see page 85

Name of Train	Operates Between	No. of Units	Date Streamlined or Placed in Service	Equipment C—Coaches P—Parlors S—Sleepers	Average No. of Cars	Power D—Diesel E—Electric S—Steam
L. V.						
Black Diamond	New York-Buffalo	2	7-11-48	C-P	8	E-D
John Wilkes	New York-Pittston	1	6- 4-39	C-P	8	E-D
L. & N.						
Humming Bird	Cincinnati-New Orleans	3	11-17-46	C-S	8	D
South Wind	Chicago-Miami	1	12-19-40	C-S	11	D
Dixie Flagler	Chicago-Miami	1	12-17-40	C-S	10	S
Georgian	Chicago-Atlanta	2	6- 1-48	C-S	11	D
Crescent	New York-New Orleans	4	3- 1-50	C-S	14	D
M. C.						
Kennebec	Boston-Bangor	2	6- 1-47	C	3	D
Pine Tree	Boston-Bangor	2	6- 1-47	C	3	D
M. K. T.						
Texas Special	St. Louis-San Antonio	3	5-16-48	C-S	12	D
M. P.						
Missouri River Eagle	St. Louis-Omaha	2	3-10-40	C-P	6	D
Delta Eagle	Memphis-Tallulah	1	5-11-41	C	2	D
Colorado Eagle	St. Louis-Denver	2	6-21-42	C-S	7*	D
West Texas Eagle	St. Louis-El Paso	2	8-15-48	C-S	11	D
South Texas Eagle	St. Louis-Galveston	2	8-15-48	C-S	14	D
Valley Eagle	Houston-Brownsville	2	10-31-48	C	4	D
N. C. & St. L.						
Georgian	Chicago-Atlanta	2	6- 1-48	C-S	10	D
Dixie Flagler	Chicago-Miami	1	12-17-40	C-S	11	D
N. Y. C.						
20th Century Limited	New York-Chicago	2	6-15-38	S	15	E-D
New England States	Chicago-Boston	2	6- 9-49	C-S	12	D
Commodore Vanderbilt	Chicago-New York	2	6-19-49	S	15	E-D
Pacemaker	New York-Chicago	2	7-28-39	C	8	E-D
Empire State Express	New York-Cleveland	2	12- 7-41	C-P	14	E-D
Empire State Express	Buffalo-Detroit	1	12- 7-41	C-P	..	..
Detroiter	New York-Detroit	2	6-19-49	S	14	E-D
Detroit Mercury	Cleveland Detroit	1	7-15-36	C-P	12	S
Chicago Mercury	Detroit-Chicago	1	11-12-39	C-P	11	D
Twilight Limited	Chicago-Detroit	1	6-19-49	C-P	11	D
James Whitcomb Riley	Chicago-Cincinnati	1	4-14-48	C	9	S
N. Y. C. & St. L.						
Nickel Plate Limited	Chicago-Buffalo	2	3- 1-50	C-S	8	D
Westerner	Chicago-Buffalo	2	3- 1-50	C-S	4	D
N. Y. N. H. & H.						
Merchants Limited	New York-Boston	2	9-26-49	C-P	12	E-D
Yankee Clipper	New York-Boston	2	6-26-49	C-P	9	E-D
The Owl	New York-Boston	2	1-20-50	C-S	12	E-D
Bay State	New York-Boston	2	6-26-49	C-P	8	E-D
Patriot	Boston-Washington	2	4-30-50	C-P	8	E-D
Gilt Edge	Boston-New York	2	6-26-49	C-P	8	E-D
Murray Hill	New York-Boston	2	6-26-49	C-P	8	E-D
Colonial	Boston-Washington	2	6-26-49	C-P	10	E-D
New Yorker	New York-Boston	2	5-22-49	C-P	7	E-D
Bostonian	New York-Boston	2	5-22-49	C-P	7	E-D
Puritan	New York-Boston	2	6-26-49	C-P	8	E-D
Forty Second Street	New York-Boston	2	6-26-49	C-P	8	E-D
Naugatuck	Bridgeport-Winsted	1	9-26-48	C	3	E-D
N. & W.						
Powhatan Arrow	Cincinnati-Norfolk	2	4-28-46	C	7	S
Tennessean	Washington-Memphis	3	5-17-41	C-S	12	D
N. P.						
North Coast Limited	Chicago-Seattle	6	9-20-48	C-S	16	D
P. R. R.						
Broadway Limited	New York-Chicago	2	6-15-38	S	15	E-D
The General	New York-Chicago	2	6-26-49	S	13	E-D
Trail Blazer	New York-Chicago	2	7-28-39	C	9	E-D
Liberty Limited	Washington-Chicago	2	4-26-49	C-S	14	E-D
Spirit of St. Louis	New York-St. Louis	3	8-18-49	S	14	E-D
Jeffersonian	New York-St. Louis	3	4-27-41	C	10	E-D
The Penn Texas	New York-St. Louis	4	8-14-48	C-S	13	E-D
Cincinnati Limited	New York-Cincinnati	2	9-25-49	C-S	14	E-D
Pittsburgher	New York-Pittsburgh	2	9-24-39	S	12	E-D
The Golden Triangle	Pittsburgh-Chicago	2	9-15-49	C-S	12	D
Silver Meteor	New York-Miami-St. Petersburg	3	2- 2-39	C-S	17	E

For footnote see facing page

Name of Train	Operates Between	No. of Units	Date Streamlined or Placed in Service	Equipment C—Coaches P—Parlors S—Sleepers	Average No. of Cars	Power D—Diesel E—Electric S—Steam
P. R. R. Continued						
East Coast Champion	New York-Miami	3	12- 1-39	C-S	17	E
Southerner	New York-New Orleans	3	3-31-41	C	8	E
West Coast Champion	New York-St. Petersburg-Tampa	4	12-12-46	C-S	14	E
Silver Comet	New York-Birmingham	3	5-18-47	C-S	8	E
Silver Star	New York-Miami	3	12-12-47	C-S	5	E
The Colonial	Washington-Boston	2	6-26-49	C-P	11	E
The Crescent	New York-New Orleans	4	10- 3-49	S	14	E
Reading						
King Coal	Shamokin-Philadelphia	1	9-25-49	C	11	S
Schuylkill	Pottsville-Philadelphia	1	11-14-48	C	9	S
Crusader	Jersey City-Philadelphia	1	12-13-37	C	5	D
Wall Street	Jersey City-Philadelphia	1	3- 1-48	C	5	D
Royal Blue	Jersey City-Washington	1	6-24-35	C-P	8	D
R. F. & P.						
Silver Meteor	New York-Miami-St. Petersburg	3	2- 2-39	C-S	17	D
East Coast Champion	New York-Miami	3	12- 1-39	C-S	17	D
West Coast Champion	New York-St. Petersburg-Tampa	4	12-12-46	C-S	16	D
Silver Comet	New York-Birmingham	3	5-18-47	C-S	11	D
Silver Star	New York-Miami	4	12-12-47	C-S	9	D
Florida Special♯	New York-Miami	3	12-12-49	S	16	D
St. L.-S. F.						
Meteor	St. Louis-Oklahoma City	2	5-14-48	C-S	13	D
Texas Special	St. Louis-San Antonio	3	5-16-48	C-S	12	D
S. A. L.						
Silver Meteor	New York-Miami-St. Petersburg	3	2- 2-39	C-S	17	D
Silver Comet	New York-Birmingham	3	5-18-47	C-S	13	D
Silver Star	New York-Miami	4	12-12-47	C-S	11	D
Southern						
The Southerner	New York-New Orleans	3	3-31-41	C	8	D
New Royal Palm♯	Detroit-Miami	4	12-15-49	S-C	15	D
The Crescent	New York-New Orleans	4	3- 1-50	S	14	D
The Tennessean	Washington-Memphis	3	5-17-41	C-S	12	D
S. P.						
Sunset	Los Angeles-New Orleans	5	8-20-50	C-S	15	D
Golden State	Los Angeles-Chicago	5	2-13-47	C-S	13	D
City of San Francisco	Oakland-Chicago	5	6-14-36	C-S	14	D
San Francisco-Overland	Oakland-Chicago	6	4-29-51	C-S	16	D-S
Morning Daylight	San Francisco-Los Angeles	2	3-21-37	C-P	19	S
Shasta Daylight	Oakland-Portland	2	7-10-49	C-P	15	D
Cascade	Oakland-Portland	2	8-13-50	C-S	15	D
Lark	San Francisco-Los Angeles	2	5- 1-41	S	20	S
Sunbeam	Houston-Dallas	1	9-19-37	C-P	6	D
Hustler	Houston-Dallas	1	9-19-37	C-P	6	D
San Joaquin Daylight	Oakland-Los Angeles	2	7- 4-41	C	14	S
Starlight	San Francisco-Los Angeles	2	10- 2-49	C	14	S
Sacramento Daylight	Sacramento-Lathrop	1	6- 2-46	C	5	S
S. P. & S.						
Empire Builder	Portland-Spokane	1	2-23-47	C-S	7	D
T. & P.						
Texas Eagle	St. Louis-El Paso	4	8-15-48	C-S	13	D
Louisiana Eagle	New Orleans-Fort Worth	2	10-10-48	C-S	9	S
South Texas Eagle	St. Louis-San Antonio	2	8-15-48	C-S	14	D
U. P.						
City of Los Angeles	Chicago-Los Angeles	4	5-15-36	C-S	13	D
City of Portland	Chicago-Portland	4	6- 6-35	C-S	13	D
City of St. Louis	St. Louis-Los Angeles	6	6- 2-46	C-S	11	D
City of San Francisco	Chicago-Oakland	4	6-14-36	C-S	15	D
City of Denver	Chicago-Denver	2	6-18-36	C-S	11	D
Streamliner 457-458	Portland-Seattle	1	6-18-50	C-P	15*	D
WABASH						
City of St. Louis	St. Louis-Los Angeles	6	6- 2-46	C-S	12	D
City of Kansas City	St. Louis-Kansas City	1	11-26-47	C-P	7	D
Blue Bird	Chicago-St. Louis	1	2-26-50	C-P	6*	D
W. P.						
California Zephyr	Chicago Oakland	6	3-20-49	C-S	11*	D
W. of A.						
Crescent	New York-New Orleans	4	3- 1-50	C-S	14	D

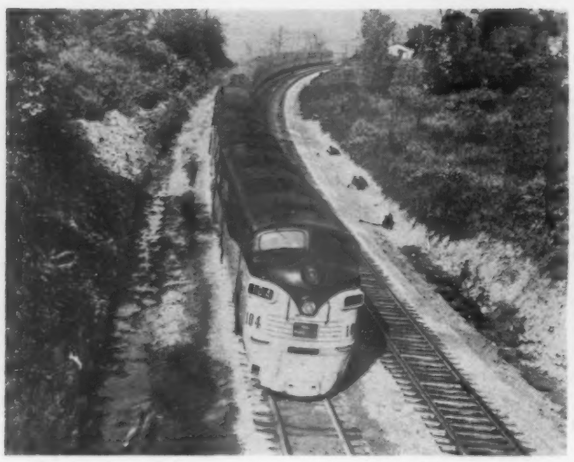
* Including one or more dome cars.
♯ Operates during the winter season only.
% Operates during the summer season only.

Taking Off the "Lemons"

Three Classes of Trains

HOPELESS

MAYBE



OKAY

Recent events prove that persistence will bring success in campaign to get rid of unneeded, unprofitable passenger runs

There has never been any doubt that the railroads have for many years wanted to take off those passenger runs which obviously meet no public demand and which absorb money with the same ingratitude as a gangster's moll. Up to recently, however, the determined, stubborn opposition of communities and chambers of commerce —expressed in adverse decisions of state utilities commissions—have effectively bridled management's efforts to get rid of the "lemons."

Recent events give hope, however, that this purblind policy may come in for revision—or at least relaxation —in the future. Thanks for this shift in attitude is owed principally to persistence shown by certain railroads in refusing to take "no" for an answer and to a campaign of education on economic facts which is beginning to bear fruit.

The new climate with regard to discontinuance of passenger service stems also from pressures generated

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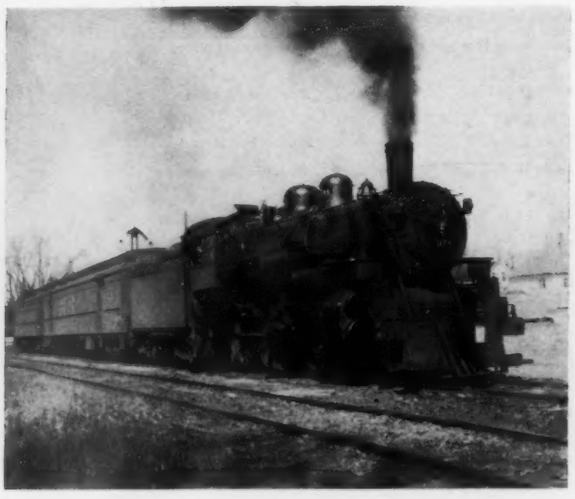
HOPELESS: Too few passengers; too many men; costly head-end

MAYBE: Might improve with better scheduling, newer equipment, fairer compensation for head-end traffic

OKAY: Profitably serves large centers of population with schedules to match public demand; loads and distance sufficient to more than absorb unit costs



If state commissions permit decent burial of the "lemons" . . .

MORE THAN 60 PER CENT OF THE PASSENGER SERVICE DEFICIT in 1949 was the result of carrying "head-end" traffic. Adequate compensation from the government would help erase the red ink. Greater control of costs of handling head-end traffic would contribute, too. The Post Office and individual roads are experimenting with means to replace expensive manual handling of individual pieces (photo left) with modern unit-load treatment (photo right)

by the railroads' needs for increased freight rates since the end of World War II. In the most recent general rate case, Ex Parte 175, a number of shippers—especially the National Coal Association—voiced vigorous criticism of passenger deficits. This association went so far as to contend that the bituminous coal industry, in freight paid, meets out-of-pocket losses on passenger service in Official Territory alone, amounting to some $38 million dollars a year, which is more than federal assistance to all domestic air lines in air mail payments. Argument of this nature has intensified the Interstate Commerce Commission's recurring anxiety about passenger deficits, which has been expressed in recent annual reports of that body.

States Are Key to Puzzle

Unfortunately, enlightenment of the I.C.C. does not give the railroads the relief they need, since that body has jurisdiction only over complete abandonments of line for all train service. The state utility commissions are the authorities which must be satisfied in pleas for discontinuance of individual passenger trains or reduction of lines to freight-only status.

Without impugning in any way their standards or motives, it is obvious that the local commissions must act in obedience to public opinion in their respective states—or in accordance with the laws which that public opinion creates. Thus, the job of eliminating passenger losses by curtailing uneconomic service is one chiefly of public relations. That the railroads now enjoy a more sympathetic atmosphere than in the past is indicated by the fact that the I.C.C. is planning to invest funds in conducting a major study of the passenger deficit. (To date the necessary appropriations have not been provided.) The state commissions, for their part, have established a special committee, under the National Association of Railroad and Public Utility Commissioners, which is empowered to find what the facts are and what the state commissions may properly do to give relief. Formed in

. . . the railroads will have more money for the trains people want

June 1950, this "Special Committee on Cooperation with the I.C.C. in the Study of the Railroad Passenger Deficit Problem" already has met at a number of points in the country—including San Francisco and Phoenix—with representatives of the three "presidents' conferences" of the railroads. Representatives of the brotherhoods were also invited. Membership of the full committee is:

Chairman: L. W. Cannon, commissioner, Indiana Public Service Commission
Secretary: S. H. Flint, rate expert, Georgia Public Service Commission
R. O. Martin, commissioner, Public Utilities Commission of Ohio
Kenneth Potter, commissioner, Public Utilities Commission of California
R. O. Weems, vice-chairman, Oklahoma Corporation Commission
E. W. Cart, commissioner, Public Service Commission of North Dakota
Hammond Fowler, commissioner, Railroad & Public Utilities Commission of Tennessee
K. D. Williams, commissioner, Missouri Public Service Commission
J. H. Carkin, supervisor rail transport, Public Utilities Commission of Oregon
W. O. Martin, chairman, Louisiana Public Service Commission

The first three members named form a subcommittee which meets more frequently and steers the investigation. Chairman Cannon is of the opinion that, under present conditions, the states will have to permit discontinuance of those trains with proved out-of-pocket deficits of important magnitude. It is the "marginal trains" which will form the chief subject of the committee's study.

Railroad Accountants

In connection with this group, the regional presidents' conference committees of the railroads, early last year, established a special committee of accounting officers to furnish the utility commissioners with data more refined and more specific than that produced by routine I.C.C. reports, which would indicate to them the extent to which passenger service is losing money and the specific trains which are offenders.

The railroads' special committee has set up a procedure for a detailed study of operations during May 1951, by which the revenues and expenses of individual trains can be ascertained and reported—the selection to be made by each railroad, according to whether a train is considered a loser and whether its operation is considered essential. This study will provide the industry, for the first time in its history, with data on direct costs of running individual trains, compiled and interpreted with reasonable uniformity, for comparative purposes.

The study is not without its difficulties, of course. As one member of the railroad accounting committee points out, expenses of passenger trains "can be arrayed in a 'ladder', beginning with the most plainly direct, and ending with the most indirect allocations that can be supported. This 'ladder' logically divides into three sections—

(a) Direct expenses consequent upon the operation of particular trains, and which would be saved if the train were discontinued.

(b) Direct expenses of the service as a whole, such as ticket selling, passenger traffic expense, etc., which could be saved if all passenger service were discontinued, but which are not directly affected by the removal or addition to particular trains.

(c) Apportioned or indirect expenses under the I.C.C. or similar formula, which are a legitimate charge upon the passenger service when all costs are distributed between freight and passenger, but which would be affected little, if at all, by the discontinuance of particular trains, or (in some instances) by the discontinuance of all passenger service.

"Between (a) and (b), and between (b) and (c), are 'twilight zones' in which consistent application of the principle will throw the same class of expense into one section or the other, depending upon conditions."

The railroad accountants have not been able to agree entirely in interpreting these "twilight zones." Some believe the ascertainable cost of running individual trains goes beyond the so-called "direct" costs of traditional reporting; others do not agree. Hence the special form for the May study contains an item headed, "other expenses which would not be incurred if train were not operated," to supplement the individual primary account expense items.

Persistence Necessary

While these events on a national scale have been shaping up, individual railroads have fought persistent, intelligent campaigns against the inertia and downright hostility of individual state commissions. Thus the Burlington succeeded in obtaining reversals of state commission orders by the courts in both Nebraska and Illinois. Court decisions "roasted" commissions for delaying tactics, in response to brotherhood pressure, in dealing with the discontinuance of trains on which the number of crew men consistently exceeded the number of passengers. In 1950 the Supreme Court of New Jersey, on appeal by the railroads, upset the decision in a previous "leading" case which had held that cessation of the carriage of passengers on a particular stretch of line automatically forfeited the railroad's franchise.

In 1949, the Texas Supreme Court ruled that railroads cannot be forced to continue service at a demonstrable loss. One southern road used local newspaper advertising successfully to explain to the public how much poorly patronized passenger trains cost it (the public) in the long run and scotching the arguments used by the brotherhoods in seeking to protect soft jobs running empty trains.

Despite strong opposition, the railroads have succeeded in forcing substantial reductions in train-miles operated, in relation to passengers served. Thus, in 1950, while passenger-miles were 32.2 per cent below 1920, train-miles were down 37.1 per cent. As of the close of 1950, route-miles of railroad on which passenger service of any kind whatever was operated were down 34 per cent compared with 1920. This reduction was due in part, of course, to total abandonment of line. But a large share was the result of cessation of passenger service only.

That thousands of passenger train-miles are still run daily which are too poorly patronized to pay even the out-of-pocket ("cash") costs of running them is a direct responsibility of state commissions and outmoded laws. In these days, there exist the universal paved highway, widespread individual ownership of automobiles and the ubiquitous bus. Railroads, with mass transport facilities—and costs—can do business economically only with mass transportation loads.

As Ralph Budd put it when he headed the Burlington, "The railroads haven't deserted the public; the public has deserted the railroads." The answer was summed up by Commissioner R. F. Mitchell of the I.C.C. in a talk in 1949: "It might be possible to eliminate a high proportion of all of the present deficit trains without any real impairment of the public interest in adequate passenger transportation." Will the state commissions help in getting rid of the "lemons"?

Toledo's $5-million Union Station (right) was opened with a week-long civic celebration. Hostesses (above) are an "extra" which many a traveling mother appreciates. Here a Gulf, Mobile & Ohio hostess helps a toddler to bed, while her mother enjoys an undisturbed meal in the diner

The "Extras" Offered Travelers Are Better Than Ever

Good Things For the Passenger

Evidence that the railroads want, and are aggressively seeking, passenger travel is plentiful and convincing. Considering the highly competitive conditions which now exist in the field of passenger travel, the railroads are doing well indeed. They are offering all kinds of inducements to potential travelers—million-dollar streamliners, observation domes, de luxe new stations (even though they are a juicy target for local tax collectors), a wide variety of trips and tours, incentive fares, and unusual promotional activities.

The past eighteen months have been marked by a surprising number of new and vastly improved passenger train services. In addition to the "glamour" streamlined trains—described in a separate article in this issue—many other new and modernized trains—which cannot properly be classed as streamliners but which, nevertheless, offer the finest in schedules and equipment—have been inaugurated. On some roads, large fleets of new cars have been "infiltrated" into existing trains, with an effect on service standards belied by the lack of fanfare attendant thereon.

The fast growing Canadian cities of Edmonton and Calgary are now served by two fine new **Canadian Pacific** trains which cover this 194-mile run in 4½ hours. These trains are named the "Eskimo" and the "Stampeder" after the football team in each city.

Travel between the two great steel and industrial centers of Cleveland and Pittsburgh has always been heavy. The already good rail service between these two points was augmented last spring by the inauguration of two new fast trains, the "Steel King" on the joint **Erie-Pittsburgh & Lake Erie** route, and of the "Steeler" on the **Pennsylvania.**

In the Colorado Rockies, the **Denver & Rio Grande Western** has converted its Denver-Salt Lake City train, the "Prospector," into a completely modern train featuring all new equipment. Except for head-end cars and an occassional tour party car, this train is really a streamliner. In addition, passengers riding the D. & R.G.W.'s "Royal Gorge" can now enjoy the comfort of streamlined chair and diner-lounge cars, and view the mountain scenery from an ultra-modern vista-dome.

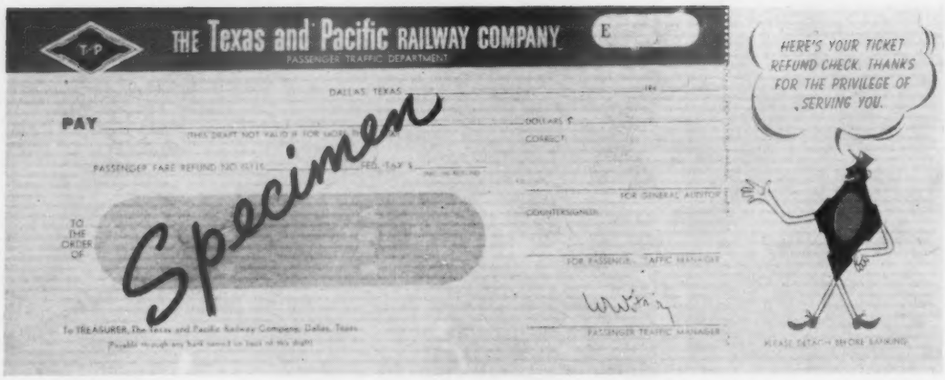
The **New York, New Haven & Hartford,** experimenting with train schedules designed to attract more travel and revenue, has inaugurated several new passenger train services—including the summer-season "Cranberry" between Boston and resorts on Cape Cod, the "Highland" between Waterbury, Hartford and Boston via Putnam, and a limited-stop train between Springfield, Hartford and New York.

The **Rock Island's** transcontinental streamliner, the "Golden State," was re-scheduled, and a new through Minneapolis-Los Angeles sleeping car added. Likewise the east bound "Imperial" has an entirely new schedule leaving Los Angeles in the evening, and providing a faster thru service from Los Angeles to Memphis, as well as a new overnight service from Kansas City to Chicago.

The **Chicago & North Western-Union Pacific** changed the schedules of the transcontinental streamliners "City of Los Angeles," "City of San Francisco," and "City of Denver" to conform with daylight saving time. This is said to be the first time any transcontinental train has changed schedule to conform with daylight time. At the same time the **Wabash** joined the Union Pacific in placing the "City of St. Louis" on daylight saving time.

New or extensively remodeled passenger and joint-service stations have been springing up like flowers following a warm spring rain. As a result rail travelers find more and more stations in keeping with the fine modern trains which serve them.

Construction crews have been at work all over the **Texas & Pacific** system, for example, since the close of World War II, in an extensive station modernization program. Last year saw the completion of several more new stations including those at Midland, Odessa and Dennison, Tex. Likewise active in this field, the **Erie** has com-



Nothing is being overlooked in the railroads' constant efforts to improve service and win friends. Even so small a detail as a ticket-refund check is turned into a salesman

pleted new stations at Shaker Heights (Cleveland), Akron, and Paterson, N. J. The **Norfolk & Western** has completed three new stations, including a magnificent new building at Roanoke, Va.

Joint construction of a new union station at Akron, Ohio, by the **Baltimore & Ohio** and **Pennsylvania** make this one of the few cities in the country with all new railroad passenger stations. The **Pennsylvania** has a large-scale station improvement program which includes extensive alterations and improvements to its Pittsburgh terminal, and expansion of its 30th Street Station in Philadelphia anticipating the closing of the "Chinese wall" and old Broad Street Station. The **Reading** has just completed extensive modernization of its big Market Street terminal in Philadelphia.

The new $5 million Toledo Central Union Terminal, built by the **New York Central** and also used by the **Baltimore & Ohio, Chesapeake & Ohio,** and **Wabash** is easily the "station of the year." It was officially opened on September 17, 1950, amidst a week-long civic celebration almost without precedent.

Small stations have not been overlooked, as is evidenced by the **Rock Island's** new stations at Duncan, Okla., and in the Chicago commutation districts, and by the **Grand Trunk Western's** new station at Royal Oak, Mich., the **Milwaukee's** station in Sioux City, and the **Chicago Great Western's** station in Des Moines. The **New Haven's** unusual sale arrangement has given its patrons new stations at Hingham, and Needham, Mass. **Northern Pacific** has completed new joint-service stations at several points on its lines.

The list of stations which have been rebuilt or modernized is long. Among the railroads active during the past year were the **Burlington, Chicago & North Western, Atlantic Coast Line, Southern, Santa Fe, Delaware & Hudson** and **Seaboard Air Line.**

Incentive Fares

Bus operators along Puget Sound came in for a big surprise last year when the **Great Northern** slashed its one-way and round-trip coach fares between Seattle, Vancouver, B. C., and intermediate stations to a point about 10 per cent below bus fares. This drastic cut in fares was followed about two months later by the inauguration of the streamlined "Internationals," which not only give faster, better service—but more of it. As a result rail travel on this route grew so fast that the original new equipment was soon inadequate to handle the business, and another car had to be added to the trains.

About the same time the G. N. and **Northern Pacific** and **Union Pacific** reduced coach fares in their pool Seattle-Portland service to a level very near bus fares. This cut was followed, a few months later, by improved pool train schedules and by the inauguration of the **Union Pacific's** "Streamliner 457-458" incorporating the cars from the "Train of Tomorrow." Rail travel on this route likewise has grown substantially.

In California the **Southern Pacific** and **Santa Fe** continue their battle against intrastate "aircoach" and cut-rate bus competition with low intrastate fares. Coupled with constantly improved service, they have held rail passengers who certainly would otherwise have been lost in so turbulent a market.

The **Missouri-Kansas-Texas** lowered its intrastate one-way and round-trip coach fares between Fort Worth-Dallas and San Antonio and intermediate stations to a level about 10 per cent below bus fares—and has been well satisfied with the results.

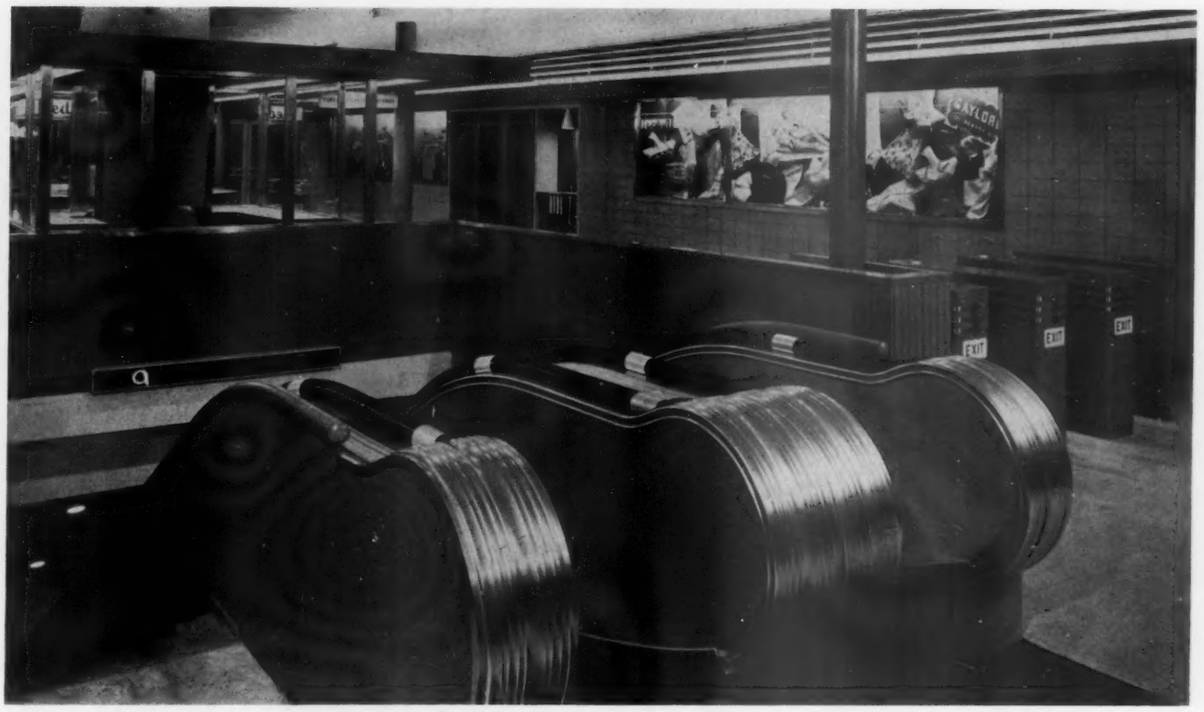
In New England, where local railroad passenger travel is still important, the **Boston & Maine, Central Vermont** and **New Haven** are offering special 1-day and 30-day round trip fares. The **Maine Central,** in addition to offering the same 1-day and 30-day fares, has an intrastate 5-ride ticket at a fare of 2 cents a mile available for travel between any two points on the Maine Central.

The **Kansas City Southern** has found its 2-, 4- and 10-trip "Thriftrip" coach tickets—offered at a base fare of about 1.75 cents a mile—a stimulus to sales in shorter daytime hauls. These multi-ride tickets, together with a new streamliner (Nos. 9 and 10) are credited for the unusual growth in K.C.S. passenger revenues.

Not all bargain fares produce added revenues—as is illustrated by the experience of the southeastern roads last summer. True, a special "off season" round-trip excursion fare of about 1.875 cents a mile, with a 30-day return limit, did increase travel on the trains. But after evaluating the total results, the participating roads determined it did not produce any added revenue.

Railroad Tours

A few railroads—such as the **Chicago & North Western, Union Pacific, Chesapeake & Ohio** and the **New Haven**—organize and operate complete "package tours" which they sell direct to the traveling public. A large number of other roads make a point of working through recognized travel agents and tour bureaus in organizing tours over their lines. Either way, the railroads adapt themselves to the demands and needs of vacation travel by making rail travel easy and an integral part of arranged "good living."



As an encouragement to passengers to grasp them, the handrails in some installations of moving stairways are provided with white bands to indicate that they are moving at the same speed as stair treads and in the same direction

Moving Stairways For Moving People

Already 23 railway stations are equipped with these devices for promoting the convenience and safety of patrons and for regulating the flow of traffic

We've never done anything that has elicited such a response from the public. Every day passengers stop in my office and thank us for putting in the moving stairway." This was the comment of a station master shortly after a moving stairway had been installed in his station. Similar reports from railway officers in a position to receive reactions from the traveling public indicate that this mode of vertical transportation is receiving its enthusiastic endorsement.

While not yet a commonplace feature in railway passenger stations, moving-stairway installations are not unusual in these buildings and already 79 such units are in operation in 23 passenger stations in the United States and Canada (see accompanying table). Because the great majority of passenger stations were built before the moving stairway became a popular means of transport be-

Adequate lighting and modern finishing materials enhance the appearance and safety of moving stairways. Combing plates at both the upper and lower landings remove litter from the treads and prevent damage to machinery

At the Erie's station in Akron, Ohio, passengers have the choice of using a fixed stairway or a moving stairway (foreground) in moving to and from the overhead concourse

tween different levels in buildings, it is to be expected that most of the installations in such stations were made in existing structures. Installations in new stations are in the minority only because more stations requiring moving stairways have not been built in recent years.

Several factors are involved in determining whether moving stairways are to be installed in a station. Among these are their importance for the convenience, safety, and comfort of patrons; the number of passengers using the station; the extent of the need to speed up the flow of traffic and relieve congestion; the difference in elevation between the levels that must be negotiated by travelers; the cost of the installation, considered in relation to the financial health of the railroad; and the space required.

Perhaps the primary reason for installing moving stairways is to secure the goodwill of the public and thereby retain business that might otherwise go to air lines and buses. Since 1902, when the first moving stairway was introduced in a large retail store, their use has extended beyond the metropolitan stores and subways into smaller cities, so that a large part of the public has become familiar with them. Having become accustomed to their convenience, people complain if required to climb stairways of any great height—especially when carrying baggage.

The aged and infirm in particular, and those with defective hearts or other infirmities, find stationary stairways difficult to climb, and frequently must be helped. In fact, members of societies concerned with helping sufferers of heart disease have exerted great pressure on the railroads to install moving stairways. Some stations have elevators for transporting such patrons, but these do not suffice for mass movements.

In general, the number of passengers using a station in a day, as a factor in determining whether the installation of a moving stairway is justified, is important, but the magnitude of the several daily traffic peaks, and the amount of confusion, crowding and congestion created by them are equally important. At terminals where through trains arrive or depart during the peak movements of commuter traffic, the confusion and irritation engendered by commuters crowding past passengers carrying baggage does not have to be described, but it exemplifies the need for some means of mass vertical movement that will facilitate the handling of large crowds.

The rated capacities of moving stairways vary with their width. The widths of these stairways are not designated by the dimension of the stair treads but by the clear width at hip height. Although 24-in. and 36-in. sizes exist, the manufacturers are restricting their production to the new standard 32-in. and 48-in. widths. The 32-in. stairway is rated at 5,000 persons an hour, and the 48-in. stairway at 8,000. Where suburban traffic only is to be accommodated, the 32-in. width is considered suitable, and permits single-file transportation with luggage, or a mother and a child on the same step. However, the amount of traffic to be handled in a given time is the more important consideration in determining the width of the stairway to be installed. This may dictate the need for a stairway having a 4-ft. width, which will handle two people on the same step. On the other hand the need for flexibility may lead to a decision to install two of the stairways of the narrower width at strategic locations.

Moving stairways are designed so the direction of step movement is reversible, thus making it possible to operate them to conform with the arrival and departure of trains. Because of their reversibility, and because most people prefer to use them in preference to stationary

MOVING-STAIRWAY INSTALLATIONS IN RAILWAY STATIONS IN THE UNITED STATES AND CANADA

Location	Station	No. Units
Akron, Ohio	Erie	1
" "	Union Station	1
Atlanta, Ga.	N. C. & St. L.	1
Baltimore, Md.	P.R.R.	2
Dallas, Tex.	Union Station	2
Harmon, N. Y.	N.Y.C.	2
Jersey City, N. J.	Hud. & Man.	2
Kansas City, Mo.	K.C.T.	8
Montreal, Que.	C.N.R.	8
Nashville, Tenn.	Union Station	2
Newark, N. J.	P.R.R.	10
New York	P.R.R.	13
Omaha, Neb.	Union Station	4
Philadelphia, Pa.	P.R.R. (Broad Street)	1
" "	P.R.R. (Suburban Station)	1
" "	P.R.R. (30th Street)	7
" "	Reading	3
Roanoke, Va.	N. & W.	2
Seattle, Wash.	G.N.	2
St. Louis, Mo.	M.P. (Tower Grove)	1
" " "	Wab. (Delmar Blvd.)	1
Vancouver, B. C.	C.P.R.	1
Washington, D. C.	Union Station	4
Totals	23 Stations	79

This moving stairway (left) will accommodate a passenger carrying luggage on a single step. Step movement is reversible so that the stairway can be made to operate to suit peak traffic conditions. Baggage carts (right) and even passengers in wheel chairs can be moved from one level to another on moving stairways

stairways and ramps, moving stairways are often used to control the flow of traffic. The eight units installed in the Kansas City Union Station afford a typical example of such use. When through trains discharge their passengers at the lower level, the moving stairways are set to operate in the "up" direction. These units raise the travelers to a corridor on one side of the station concourse. Meanwhile, departing passengers are kept in the concourse until the station platforms, moving stairways and corridor are cleared of the incoming passengers and their baggage. The moving stairways are then set to operate in the "down" direction and the outgoing passengers are permitted to use them in getting to their trains.

The use of moving stairways for aiding control of traffic at Pennsylvania Station in New York affords another example of the adaptability of such stairways to control the flow of traffic. There are three principal levels in that station: the station level on which the ticket offices, the waiting rooms and the main concourse are located; the track-platform level at a lower elevation; and the exit concourse level located between them. The main-concourse level is connected directly with the track-platform level by fixed stairways which normally are used in the "down" direction by outgoing passengers. In addition, the platforms are connected directly to the exit concourse by moving stairways which are used in the "up" direction. Thus, incoming passengers are separated from outgoing travelers and are met by friends and relatives on the exit concourse.

In leaving this station, incoming passengers use one of two additional moving stairways at one end of the exit concourse to reach the main concourse level. From the exit concourse level they can reach an arcade that leads to the city's subway system and from which the street level may be reached by another moving stairway.

Experience has shown that it is important to have moving stairways operated in the proper direction for serving the incoming and outgoing passengers. If the direction of movement is not maintained in conformance with the passengers' needs, illwill instead of goodwill will be provoked. Generally it is the practice to make the attendants at the train gates responsible for changing the direction of movement of the stairways as required by the flow of traffic.

Moving stairs normally operate at a speed of approximately 90 feet per minute, which is sufficiently fast to encourage most riders to refrain from trying to reach the top ahead of the other fellow. Hence moving stairways are conducive to a more orderly flow of traffic than is obtained on stationary stairways.

It is reported that a five-year record, compiled by an insurance company on the number of accidents occurring in 20 representative department stores, showed that accidents taking place on stationary stairways cost nearly four times as much as accidents on moving stairways during that period. This record becomes all the more impressive when it is realized that, since these stores have a total of 228 elevators and 74 moving stairways, the fixed stairways are used by a relatively small number of persons.

It was also reported that three times as many accidents occurred on the level areas of these stores as on the moving stairways.

The benefits of installing moving stairways can hardly be measured in dollars and cents. It is primarily a matter of relieving congestion, eliminating the exertion of climbing, and obtaining the goodwill of the public. While the installation of moving stairways will nullify the need for more than half of the existing fixed stairways, the latter will more than likely be allowed to remain in place to avoid the expense of removing them, and to satisfy the safety code requirement for stationary stair exits. In a new building, a certain number of fixed stairways will have to be installed at locations other than on the main route of traffic, so that the cost of no more than one or two fixed stairways can be considered to offset that of a moving stairway.

The cost of a moving stairway is a capital expenditure usually amortized over a period of 33 years. On this basis the cost range is from $7.30 to $10 a day, including interest, taxes, power, maintenance, and payments on the principal. Not included are janitor service, wages of attendants, or the cost of any building remodeling or decorating work incident to the installation of the moving stairway. An average installation in a new building costs from $25,000 to $55,000, depending on the width of the stairway selected and on the vertical rise between levels. In the case of an installation in an existing station, the additional cost necessitated by alterations is generally in the range from $5,000 to $15,000.

TRAVEL OF ARMED FORCES IS AGAIN BIG BUSINESS. In addition to moving more than 88 per cent of organized party travel, the railroads are carrying many thousands moving on cash allowances or on furlough. During the Christmas holidays and since January 26, furloughees have been accorded round-trip fares based on 2¼ cents a mile (less in certain territories). These fares are exempted from the 15 per cent transportation tax

"Mains" on the Move Again

Railroads moving 88.3 per cent of troops in organized parties, as country builds defenses and supplies Korea

Increasingly evident on the railroads of the country are the military "main" trains, with their strings of sleepers divided by a troop kitchen car. Once again through the regular trains there file large parties of soldiers, airmen, sailors and marines, en route to the diner from special party cars. The armed forces are recruiting, inducting, training, consolidating and shipping—all of which calls for railroad passenger transportation. It is estimated the average soldier, for example, makes five duty trips before he joins his unit, all of which may be made by rail:

(1) Home to induction station,
(2) Return home to clean up affairs,
(3) Back to induction station,
(4) To reception center,
(5) To training camp.

The railroads, it is estimated, are handling about 88.3 per cent of total military traffic moving in parties of 15 or more and about 80 per cent of individual military traffic moving on "transportation requests."

One-Eighth of Passenger Revenues

Almost one-eighth, or 11.5 per cent, of total passenger revenues reported earned by the railroads in the last half of 1950 (including commutation) came from traffic of the armed forces moving on government "transportation requests" alone. This is exclusive of revenues earned from furlough travel, for which the men paid out of their own pockets. It is also exclusive of the large sums (which cannot be isolated) received from members of the armed forces who, though on official business, moved on a travel allowance and paid in cash.

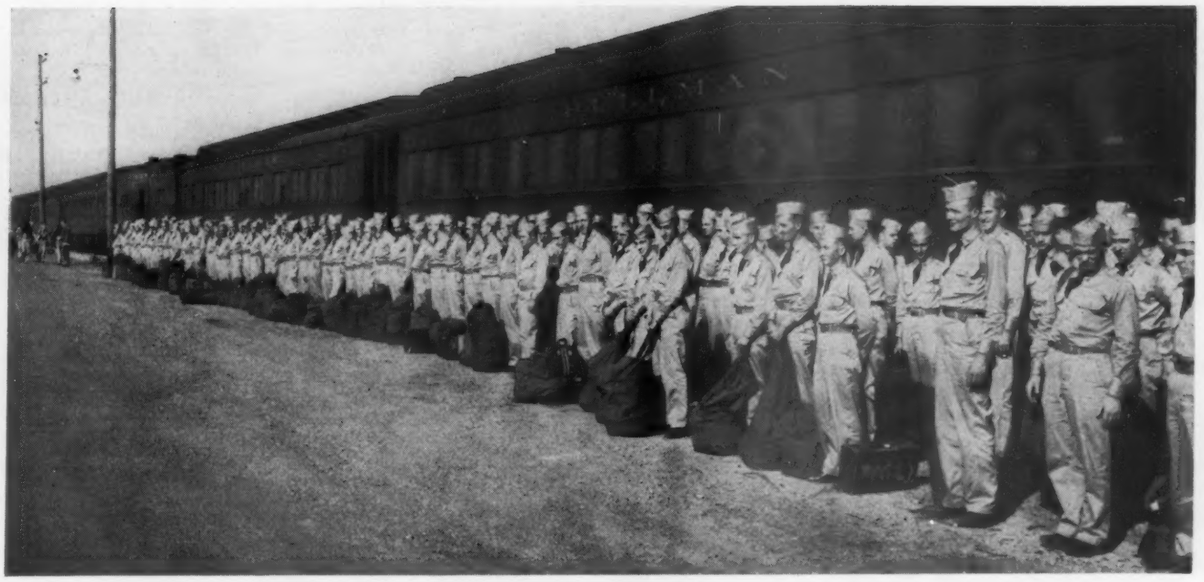
The outbreak of war in Korea late in June 1950 brought the railroads an immediate upsurge in organized military traffic. Prior thereto the railroads had been receiving from the movement of military personnel (on "transportation requests") about $3 million a month. By August 1950 that traffic had increased to $10 million a month. After September military traffic dropped off somewhat, only to regain a high level during the stepped-up recruitment program in January 1951. In the last half of 1950, starting with July 1, the railroads received a total of $50,488,358 from voucher-ticketed military travel, compared with $17,808,622 in the first half of the year.

To Air Force bases in the San Antonio area alone, during a nine-day period starting January 2, 1951, the railroads handled more than 25,000 recruits from all parts of the country—in sleeping cars. Despite these fast fluctuations, equipment was kept in gear with traffic by careful routing and fast turn-around.

Available for organized military travel in parties of 15 or more are approximately the following number of sleeping cars in the Pullman overflow pool;

500 tourist sleeping cars,
300 tourist sleeping cars now being rehabilitated by Pullman Company,
2000 air-conditioned standard sleeping cars.

To feed larger parties, where unit mess is ordered,



"The railroads are the only form of transport which can handle all military traffic—from a man to a division"

there is administered, by the car service department of the Pullman Company, a pool of 105 government-owned troop kitchen cars. To augment the troop kitchen cars, the railroads will, on request, furnish special baggage cars fitted up at the origin military station for kitchen purposes. This has not eliminated the necessity for considerable usage of special dining cars. Wherever military personnel are provided with meal tickets, meals are furnished at special prices by national agreement at $1.25 for breakfast, $1.50 for lunch, and $1.75 for dinner (supper). These prices apply in dining cars on regular trains or in dining cars furnished on special military trains.

Important changes in official travel regulations for the armed forces since the close of World War II have an important influence on the type and adequacy of railroad equipment now required. Enlisted men now are entitled to first-class accommodations when moving in other than troop status; formerly tourist sleepers were specified, or coach travel for short trips. All military personnel, enlisted men as well as officers, may now receive transportation, plus $9 a day, or an overall cash allowance of 6 cents a mile, when traveling individually. When traveling in groups in troop movement status, they will continue to receive their transportation through the issue of transportation requests and will receive meals en route through the issuance of meal tickets. Formerly, enlisted men received 3 cents and officers 8 cents when traveling individually, not in troop movement status.

Military Agreement

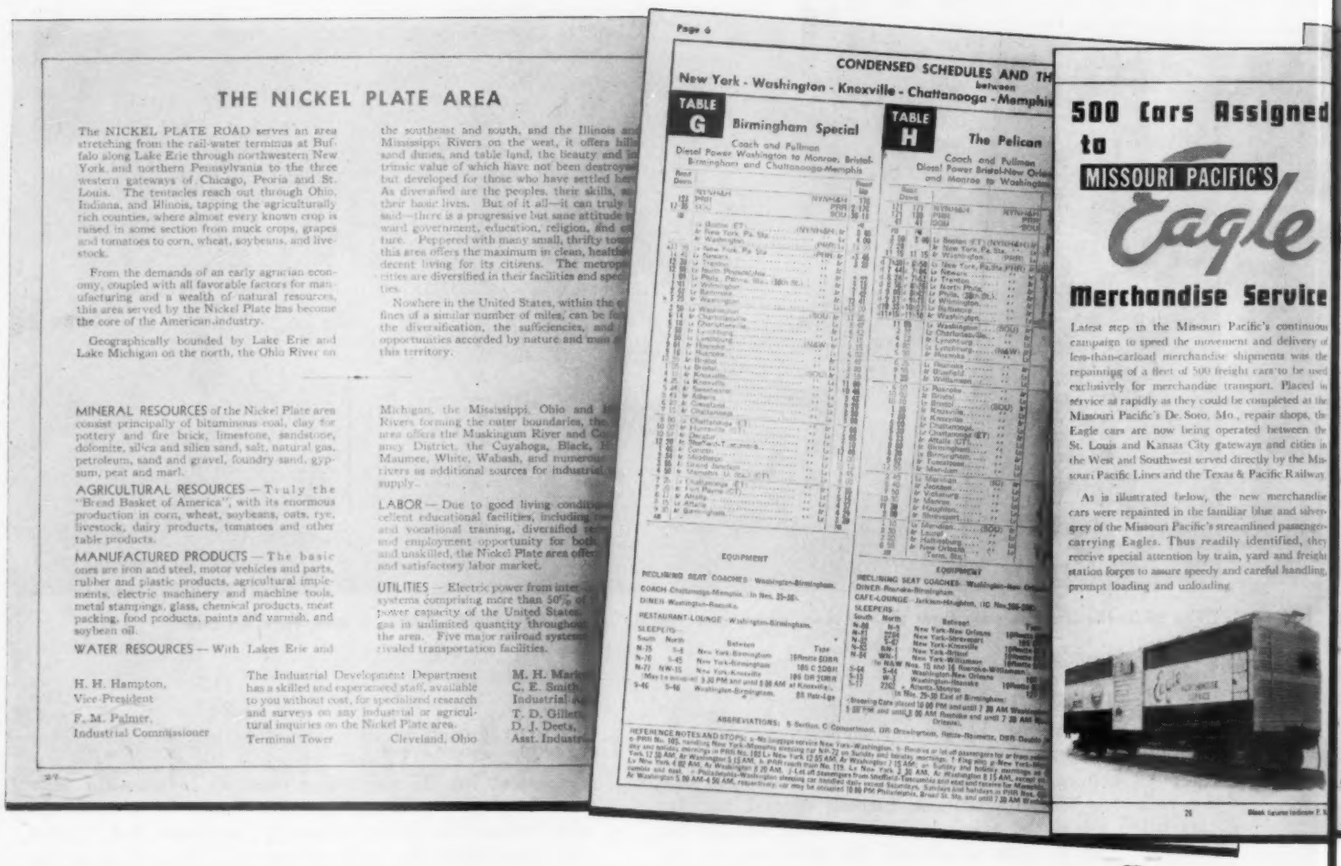
Pending before the Interstate Commerce Commission is a request for cancellation of tourist—or intermediate—class rail fares by all roads except the Milwaukee, Soo and Northern Pacific, reflecting discontinuance of this class in regular service in recent years by the respondent lines. If cancellation is allowed, tourist—or intermediate class—travel will be available only between points served by the three roads cited.

All domestic land travel of the armed forces by common carrier and procured by government "transportation request" is subject currently to Joint Military Agreement No. 27 which is a contract between the railroads and the military agencies made in accordance with Section 22 of the Interstate Commerce Act. Under that agreement, the railroads grant a deduction of 10 per cent under basic fares and equalize lowest existing rates via all practicable routes. No reduction is made in Pullman space charges.

In return, the government agrees to give "preference" to the railroads in its routing of military travel as long as rail service is "satisfactory to meet the military requirements." For the second year, the air lines also have an agreement with the armed forces for a 10 per cent allowance under basic fares on traffic which, for reasons of speed or convenience, may be moved by air rather than rail. Members of the National Bus Traffic Association make a 5 per cent allowance on bus-routed military travel.

The preferential routing of military traffic is justified, according to Earl B. Padrick, chairman of the railroads' Interterritorial Military Committee, "because the railroads are the only form of transport which can handle all military traffic—from a man to a division—at one time, with all impedimenta. There is no reason why the railroads should be called upon for the big special moves, which require deadheading of large fleets of equipment, while their subsidized competitors are left to attract and enjoy the more lucrative individual or small-party military travel which fills otherwise empty seats on regular runs—unless some special consideration is given the railroads."

When the government's fiscal year is completed on June 30, the armed forces will have saved about $10 million in railroad fares during the 12 months preceding, as a consequence of the agreed military allowance. The railroads now have before the government a tender to cover travel starting July 1, 1951. The bid is on practically the same basis as the agreement now in effect, except that the railroads ask they be accorded no less traffic in proportion to the whole of military travel than they received in the calendar year 1950.

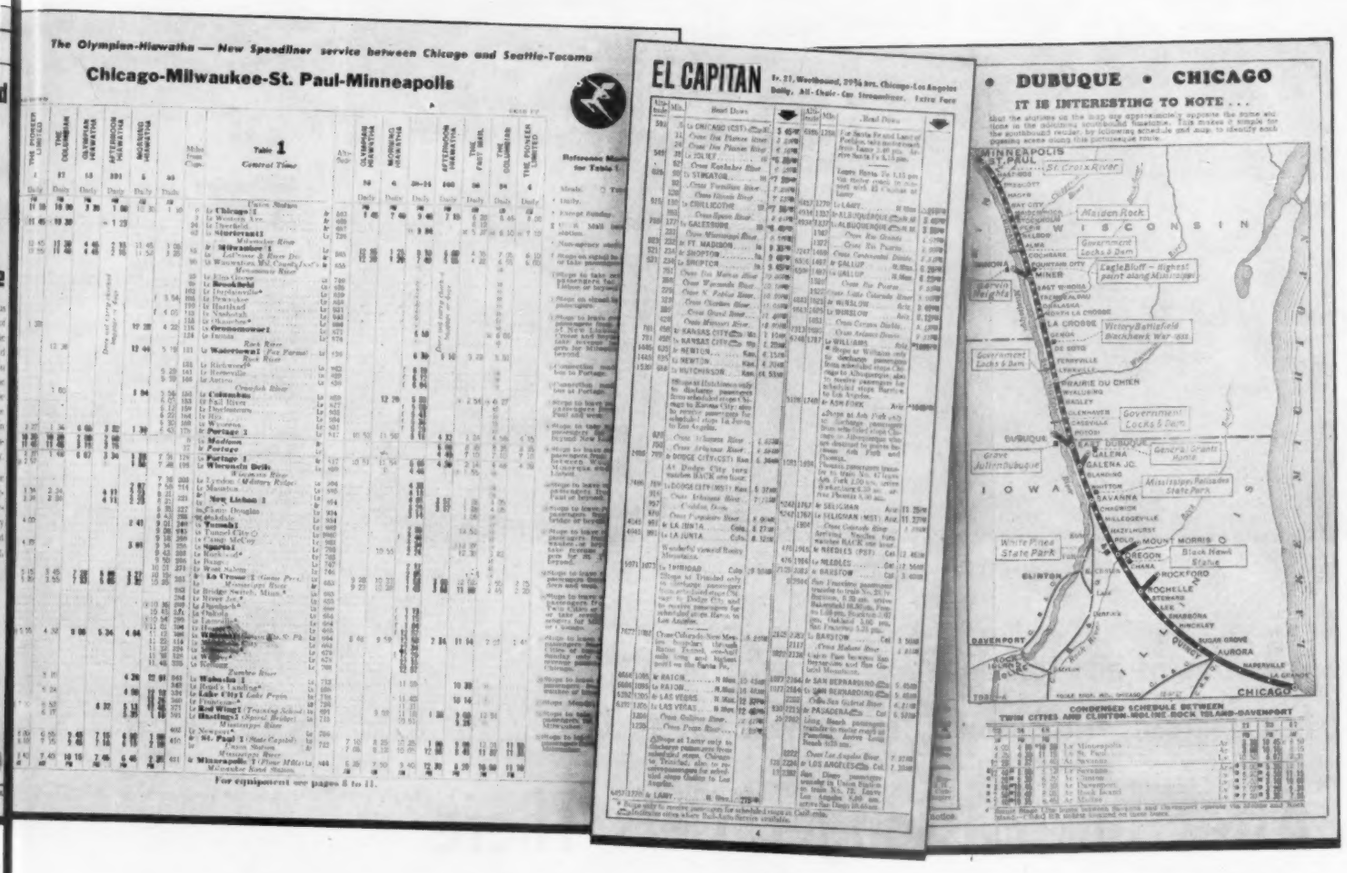


Left to right: The Nickel Plate takes two pages in its time table folder to inform the passenger of the virtues of the Nickel Plate "area" as a place to locate new plants, etc. The Southern's time tables, because of the white on black identifying marks, are easily located. Equipment consist of through trains is placed next to the train's schedule so that the prospective passenger does not have to look all through the folder for this information. The Missouri Pacific uses its folder to advertise features of its freight service. "Eagle" merchandise car is shown in natural colors. A clean looking

Eye Appeal, Readability, Information In New Timetables

Passenger traffic departments not only are simplifying public timetable folders, they're using them for promotional purposes, more and more. Not only are these folders being used to point out the comfort and convenience of rail travel, but suggestions are made of places to go and things to see. (A few roads are using their timetables, too, to advertise their freight services.) Except on commuter timetables railroads don't take paid advertising to help defray the cost of publication; the space is more valuable for advertising their own wares.

One unusual and informative passenger timetable folder is that of the Missouri Pacific. Liberal use of colors on covers and in a four-page centerfold makes for attractiveness, and gets attention. The December 10, 1950, issue, for example, in addition to giving the usual information on train schedules, accommodations and fares, also has an extensive listing of service available on connecting lines, as well as several pages of "where to go" information. Freight service, too, is advertised, with two pages being devoted to condensed schedules of M.P. freight trains and another to the railroad's "Eagle Merchandise Service." The M.P.'s story of progress is told in a two-page piece on its use of train and yard radio, with an announcement of an order for new diesel locomotives. In addition, this pacemaking folder has a guessing game different in nature from that with which comedians have been known to associate timetables. There are also cartoons, pieces on highway subsidy and how Pull-



page is this proof from the Milwaukee's new time tables (times shown are not necessarily correct). Most of the reference marks, which are placed close to the table, indicate additional stops. One train to a page in the Santa Fe's "traveler's edition" of its time tables. Santa Fe also has no "read up" columns, believing this is contrary to reading habits. A 6-page folder is used by the Burlington to give the Twin Cities-Chicago rider the information he needs. The map scale permits towns shown on map to appear exactly opposite town's name on time table itself

man cars get their names, and many other features. Altogether, there probably is reading material and amusement for 20 minutes or so in addition to the actual train schedules and miscellaneous information bearing on their operation.

Reproduce National Ads

Of course, most roads include in timetable folders lists of their traffic representatives, passenger and freight, but until lately few have used them directly to give information on freight service. In addition to the M.P., the Pennsylvania and Baltimore & Ohio are examples of roads making such use of their "folders." Both roads run small reproductions of some of the ads they place in national publications. Recently the P.R.R. has featured its fleet of specially designed cars for l.c.l. freight, while the B. & O. has advertised its "Time Saver" (l.c.l.) service.

Out West, the Atchison, Topeka & Santa Fe has been doing plenty of work on its timetable folders. This road issues a separate "traveler's edition" and "ticket agent's" edition of timetable folders. The traveler's edition is a neat, slim 36-page folder which will fit nicely in one's pocket. It contains only schedules of principal trains, one train to a page or with return schedules on the same or facing page. Since most passengers use these folders more comfortably than the complete agent's edition, the Santa Fe has been able to reduce substantially the cost of producing its folders, while still providing the necessary information.

The Chicago, Burlington & Quincy and the Louisville & Nashville are other roads which make good use of condensed schedules. Since most passengers are traveling between the main points on the line, these roads find that most of the travelers care little about having a complete folder which is filled with names of way stations and other miscellaneous information.

Rio Grande Uses Newsprint

Another road which has reduced its expense in preparing timetables is the Denver & Rio Grande Western. Formerly the Rio Grande produced its timetables by the letter press method on coated paper. Now they are produced by the offset method on newsprint paper. For the same cost, therefore, the Rio Grande reports, it is able to put four pages more in its folder. This has enabled it to use more space for its train schedules, plus allowing more space for publicity purposes. The Rio Grande believes its folders are more readable than before because there is less glare from reflected light with newsprint. Far from unimportant, too, the Rio Grande has found that the newsprint stands up longer than the coated stock under the frequent foldings and unfoldings.

Sightseeing buses are a logical complement to railroad transportation. Gone are the "rubber-neck" buses, with their waits for full loads and annoying peddlers of "views." Gray Line Companies carry more than 12 million passengers a year

Rental autos and tour buses help railroads win business from private cars . . .

After the Passenger Gets There

It is quite clear that the railroad's biggest competitor isn't the bus or plane, but a vehicle driven by a guy in a sport shirt or a woman in a Paris hat—the private automobile. If the railroads could win one-twelfth of the passenger-miles now produced by private autos in intercity hauls alone, they would double their own non-commutation passenger business. But, in the opinion of many passenger men, it is harder to grab riders from the family car than from the planes or buses, because the private vehicle has the outstanding advantage of being available for use "after you get where you're going." All of the common carriers face the same handicap in overcoming this point of superiority.

Mobility for Passengers

But the fight isn't hopeless. For ammunition the railroads have two doughty allies—both of which are healthy and growing in strength. One is the auto-rental business. The other is the what grandpa used to call "rubber-neck buses"—now refined immeasurably beyond their hit-or-miss predecessors. Both of these businesses fully understand the importance of preserving and encouraging common carrier traffic, because their own income depends upon it to a great extent. They constitute, therefore, enthusiastic co-partners in the task of filling trains.

The auto-rental business is almost as old as automobiles themselves. It was not until motor vehicle ownership became commonplace, however, that the renting firms realized that their selfish interest lay in encouraging people to leave their private cars at home, use common carriers for the intercity haul, and rent a car at destination. As far back as 1927 Hertz published a newpaper advertisement encouraging vacationers to use the Southern Pacific for the long run to Del Monte, Cal., and use "driv-ur-self" for mobility at the resort. The first actual business tie-in between auto renters and the railroads, by which passengers could make advance reservations for autos at the railroad ticket counter, was introduced in the late Thirties by the New Haven. This was soon followed by separate arrangements with different rental systems set up by the New England, Eastern and Western Trunk Line railroads, respectively. These plans were only moderately successful in winning traffic, and had to be scrapped soon after World War II started.

Starting in July 1947, most of the railroads of the country have entered into the Rail-Auto Travel Plan with the Hertz organization (comprising both owned and licensee operations), which provides auto rental service at almost 400 cities in all parts of the country. Under this arrangement, the railroad passenger may initiate steps to hire a car at the ticket window at his origin station. In most instances the railroad sends the reservation message to the destination point, being reimbursed for wire charges by Hertz. When this is not feasible, the passenger sends his own wire, and is reimbursed, by deduction from his car rental bill, for the amount up to 50 cents. In addition, cab fare at destination from the railroad depot to the Hertz dispatching point is refundable up to 50 cents. Hertz has a somewhat similar arrangement with air lines, under a Plane-Auto plan, although, at most points, passengers use airport buses

Vigorous promotion of the use of rental autos isn't philanthropy; it's enlightened selfishness, as these sample railroad advertisements make evident. Many railroads cite the service in timetables. The New Haven, for example, indicates in the station index where rental cars are available

to downtown areas and then take cabs. The air scheme also includes credit arrangements not existing in the rail set-up. (A competing national concern, Avis Rent-a-Car System, provides rental autos directly at important airports.)

Since the auto rental business set about reviving itself at the close of the war, its growth has been bigger and faster than in prewar days, despite an increase in *per capita* ownership of motor vehicles. Even more significant: the proportion of auto rentals made in connection with train and plane travel has grown from an insignificant proportion of the whole to a major share. In the Hertz system, for example, only about one per cent of the cars were rented by air and rail travelers 15 years ago. Now this class of patronage represents about 60 per cent of total business.

Only the Start

Nevertheless the auto-rental business operators believe this boom is only the start. While a few individual railroads and certain airlines have pushed auto rental vigorously in their passenger promotion (as illustrated herewith) and with their passenger-contact employees, much more could be accomplished in promoting these forms of transport jointly with auto-rental. People in the business of renting cars are convinced that only constant pounding of the idea—that it is convenient and inexpensive to rent a car at destination—will win intercity traffic away from the family auto.

For the pleasure traveler—and the business man with time on his hands—the tour bus is another answer to the problem, "how to get 'em out of their cars." Here is a business which has been integrated and up-graded in recent years, with well-planned tours operated on schedule and without waiting for full loads. The Gray Line association of some 90 operating companies, for example, running (at the peak of the season) about 5,000 buses and limousines, and serving 101 cities about the country, has close working arrangements with the railroads. Almost every traveling passenger agent carries in the same bag with his Official Guide the 120-page Gray Line tariff—"the sightseeing Bible"—20,000 copies of which are distributed to railroad passenger men. Gray Line pays a commission ranging from 10 to 20 per cent to ticket agents on the majority of roads which permit acceptance. More than 25 railroads promote Gray Line tours in their timetables, without charge.

Sightseeing buses are particularly useful for handling large parties by rail. All-expense tours operated over the railroads use them extensively for side trips, city tours and transfer operations. In Chicago alone last year, more than 25,000 school children, inbound by rail and other common carriers, used Gray Line tour buses.

Since the close of World War II, organized sightseeing bus traffic has flourished as never before. Last year, not a single company in the Gray Line system failed to enjoy at least a 10 per cent increase in business over any previous year, despite the fact that commercial carriers and hotels were not doing as well as in the years immediately preceding. A still further increase of 10 per cent is anticipated for the tourist season in 1951.

Dining cars can be very good places to eat—as many travelers know. This is further testified to by the fact that the Beverly Hills Wine & Food Society—a group of Los Angeles and Hollywood gourmets—chose a Union Pacific diner for its January 1951 dinner. The U.P. parked this power unit, twin-unit diner, and club car on Pacific Electric tracks alongside the Beverly Hills city hall for the occasion

Serving the Inner Man

"Snack" services, simplified inventories, improved cost control, and "club" meals are some of the devices being used to control dining car costs and improve service

One of the most active fields today in the improvement of passenger service is that of dining cars and seat-side refreshment. Here is an essential part of railroad operations — one which must be provided for patrons — yet one which for years has been very unremunerative. While much progress has been made toward the goal of a self-supporting service, last year's operations still showed a deficit on practically every line. Nevertheless, considering the tremendous increase in the cost of food, labor and supplies in recent months, the size of the deficit has been held down. By tackling the cost problem with skill and vigor, the railroads are still able to offer excellent dining car meals at prices comparing favorably with hotels and restaurants of like quality.

Employees' wages, the largest single factor in dining car costs, have increased steadily to the point where a waiter now gets about $1.20 an hour (plus tips, of course) as compared with the standard wage of about 40 cents an hour in 1943. And because dining cars must be shifted from train to train, and the crew must travel long distances under pay in order to be ready to serve meals at all times, dining car labor costs at least twice as much as does employees' pay in a comparable city restaurant — with its advantage of being able to do business in a fixed location.

The steady increase in food prices has been countered by keener purchasing practices; better education of personnel; closer supervision over the handling of supplies; and improved refrigeration and cooking equipment. The cost of car supplies — linen, silver, soap, polish, china, etc. — has likewise increased, though constant improvement in the products offered by manufacturers has helped keep the total cost down. Despite more careful handling of equipment to reduce breakage and loss, improved handling of linen to reduce laundry expense, and more efficient laundry and dishwashing methods, "service" expenses are consuming an increasingly greater portion of total meal revenue.

In spite of the burden of operation, most railroads consider dining car service a "show window" where the customer judges the caliber and quality of all the service the railroad can offer. With this in mind, some roads advertise their dining car services widely — both as a demonstration of the roads' overall standards of quality, and as an added attraction to travelers. One such line — the **Union Pacific** — is now engaged in an unusual campaign, based on the use of advertisements built around natural color photographs of featured dining car dishes, run in widely circulated national magazines. Each monthly advertisement features a special U.P. dining car entree. For example, the featured entree for next month (June) is turkey fillet. In the past, such entrees as cracked Dungeness crab, sauted pork chops, baked ham, fried chicken, and roast prime ribs of beef have been featured. (A preview of the June advertisement in this series appears on page 119.) Checks show that this campaign has increased the sales of the "specials" by as much as 200 per cent.

Another road, the **St. Louis-San Francisco,** makes use of a direct mail campaign aimed at influential people and frequent travelers, and designed to sell its passenger services. Each direct mail piece emphasizes the appetizing meals available in Frisco diners. The Frisco can boast that slightly more than half of all revenue

Meal and "snack" service is combined in this A.C.F.-built cafe car (left) in use on the Great Northern's "Red River." There are seats for 9 at the counter, and 12 at the tables. Cars of this general type—with numerous variations—are finding increasing favor because of their flexibility. They can be easily manned with a small staff for breakfast, lunch or on light days of the week, yet are equally adaptable for dinner service on days when a larger crew is necessary. Training is important, because to a large measure the control of cost and the quality of food served to passengers depend on the help in the car. On the Illinois Central, this life-sized model (right) of a dining car is used for teaching

passengers who rode its trains in 1950 ate in the diner.

Conscious of the fact that rising meal prices — the necessary after-effect of upward spiralling costs — might discourage passengers from using dining car services, many railroads have developed techniques for providing low-cost, yet attractive, meals. One rapidly growing innovation in this field is the "snack service" now being extensively promoted by several lines. Although the physical car facilities used for this service may vary from a full car with a six- or seven-man crew to a small 7-seat bar serviced by one man, the basic idea is the same: a low-cost, quick-turnover service based on accommodating those passengers who do not wish to spend the money or the time for a full meal, or who wish between-meal "snacks."

The **Southern Pacific** has instituted "snack car" service in lieu of diners on several short hauls, and is using it for overnight meal service on its all-coach "Starlight" between San Francisco and Los Angeles. The **Baltimore & Ohio** is using coffee shop cars offering a similar service on several of its overnight trains, as well as on some of its lighter-density daytime trains.

The **Milwaukee** encourages "pantry prowlers" with its midnight "snack service" on the "Pioneer Limited." This overnight Chicago-Minneapolis train departs from Chicago at 12:15 a.m. (D.S.T.), but the "Tip Top Tap" opens at 11 p.m. — the same time as the sleeping cars. The service features several hot dishes, as well as beverages and sandwiches, and has proved popular with both passengers and their friends who see them off

The **Southern** recently has converted several cars into thoroughly modern dinette-coaches for service on several of its lighter trains. Although these cars serve regular meals, they are similar in many respects to the "snack services" offered by others.

In Canada a new combination lunch counter-sleeping car, with ten counter seats, is serving attractive, economical meals to passengers on **Canadian Pacific** trains No. 1 and 2 between Montreal and Fort William.

The problem of curtailing waste and obtaining the best possible use of available supplies is constantly studied by dining car departments. The **Chesapeake & Ohio** has commenced centralized buying of food and supplies, at competitive prices, as a move in this direction. Further economies have been effected by more care in "tailoring" the service offered to the exact requirements of the run, and through greater use of swing crews. The **Baltimore & Ohio** now "fabricates" steaks, chops, and other meat cuts, as well as fish, in the commissary, as a method of providing uniform servings and achieving closer cost control. Passengers on the Newfoundland lines of the **Canadian National** will soon enjoy a better choice of fare and faster dining car service as the result of a new practice of preparing soups and desserts, and of trimming meats and fish in a new terminal kitchen at St. John's. The kitchens in these narrow-gage 24-seat diners are small—with room only for two men—making it difficult for chefs to prepare meals.

The **Missouri-Kansas-Texas** is compensating for high food costs with a system of food cost-control which readily indicates the cost of each of the various types of food used in each car by trips and by months. With this separation, the performance of various crews can be watched and abnormalities corrected. Through the use of portion-control chart, the number of portions which can be served from the supplies furnished each car can be predetermined and checked against records of actual servings (abstracted from meal checks).

The **New York, New Haven & Hartford** uses a similar system of cost control, though it is approached from a somewhat different angle. Each manager (steward) and chef is trained in the careful management of good dining car service, and then is encouraged to develop the spirit of performing "on his own"—as though each was running his own business.

The **Great Northern** has instituted a plan of dinner reservations on its streamlined "Empire Builder." Inasmuch as advance dinner reservations are now an accepted procedure in many good restaurants, the public has accepted this system. Through the use of reservations—which are made by the train passenger agent

Dinner Service on the

EMPIRE BUILDER

7:15 P. M. Seating

Toward elimination of delays in serving patrons in the dining car, Great Northern provides this reservation for the evening meal. The reservation permits assignment of a dining hour with reasonable assurance seating space will be available. Please present this card to the Dining Car Steward promptly at the designated time. He will be grateful for your cooperation and patronage.

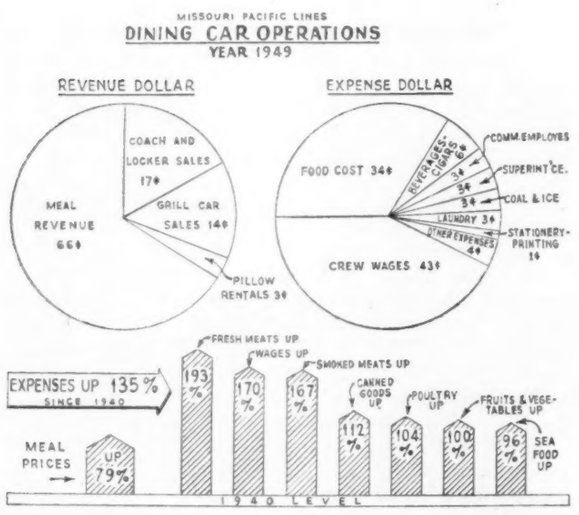
GREAT NORTHERN RAILWAY

Form 2895

This "reservation reminder" is given each passenger on the "Empire Builder" when he makes his dinner reservation. Different colors are used for each seating, making it easier for the steward to verify each reservation as the passenger enters the diner

during the afternoon—it has been possible to achieve better distribution of the seating without keeping passengers waiting in line. This reservation system is used in the dining car for dinner only; reservations are not required for breakfast, luncheon, between-meal "snacks" or for service in lounge or coffee shop cars.

By an unusual overall dining car plan, the **Burlington, Rio Grande** and **Western Pacific** have so organized dinner service on their joint train, the "California Zephyr," that it is possible to serve 200 dinners in a single 48-seat diner with a minimum of fuss and confusion—and with no passengers standing in line. On busy days, the diner will actually serve that many dinners—and sometimes more. The operation of this plan hinges on two factors: (1) coach passengers are induced to eat early by offering a "Chef's Early Dinner" consisting of a single entree with potato, vegetable, bread and butter, beverage and dessert for $1.25. This economy service is advertised by cards distributed to coach passengers by the porter during the afternoon, and which show the actual menu available. This service is offered at two sittings: 4:15 and 5 p.m. Full table d'hote meals at regular prices are offered at 6, 7 and 8 p.m. (2) All seats in the dining car are reserved and assigned in advance by the "Zephyrette" (train hostess) who maintains a diagram covering all reservations which is turned over to the steward when completed.



How dining car costs have increased on one railroad—the Missouri Pacific Lines—in the past decade is clearly shown on these charts

It is recognized that the maintenance of extensive menu selection on dining cars invites large food waste, due to spoilage. Consequently every railroad must weigh carefully the advantages and disadvantages of every extra item added to the menu. Special "club" dinners—in reality a "package" meal—are the **Baltimore & Ohio's** answer to this problem. These meals, principally on diners catering to coach passengers or on light runs, are quickly served and economical—and are well liked by the passengers. Similar "club" meals are now quite common on many railroads.

The **Pennsylvania** has gone even further and has experimented quite successfully with single entree meals on its overnight coach trains, and on some of its New York-Pittsburgh trains. Its experience has been that the meals are approved by 90 per cent of the passengers.

Of all the meals, breakfast is the biggest money loser. The **Lehigh Valley** has met this problem with a simple, limited selection "Continental breakfast" served in cafe-lounge cars. The **Atlantic Coast Line** brightens its breakfasts by serving every passenger, as promptly as possible after he is seated, a complimentary *demi-tasse*. In the southwest, the **Missouri-Kansas-Texas** likewise serves a complimentary *demi-tasse* along with hot doughnuts from a specially constructed warmer.

Many railroads feature local dishes selected from the territory they serve. In this way the **Seaboard Air Line** features pompano, the **Illinois Central** fresh Gulf shrimp creole, the **Northern Pacific** Idaho potatoes, the **Norfolk & Western** hot Virginia apple pie, and so on. The **Atlantic Coast Line** has created an appetizing new fruit platter featuring fruits grown in its territory. This platter immediately became one of the most popular items on the menu and has been the inspiration for numerous favorable comments from passengers.

Equipment manufacturers, recognizing the acute cost problem facing dining car managers, have created many new devices to improve, simplify and expedite dining car service. Entirely new kitchens have been designed and created by Angelo Colonna, American Car & Foundry, Budd, Pullman-Standard, and others, which have made possible better meals at lower cost. Others have developed new coal, oil, electric, gas and radionic ranges; electrical and dry-ice refrigerators; automatic dish washing machines, and garbage disposal units; and numerous other devices which have assisted in the constant improvement in dining car service.

The **Chesapeake & Ohio** is experimenting with "Frigi-Dinner"—a pre-cooked, quick-frozen meal, reheated in a special high-voltage electric oven immediately prior to service. The experiment is being conducted on a small scale in a so-called lunch-tavern car. The **Baltimore & Ohio** is trying out a "Radiant Ray" food warmer, designed to keep servings warm between the time they are prepared by the chef and picked up by the waiter. This line is also conducting trials of "Carbo-frezer" dry-ice refrigerating units.

During the past year the **Frisco** neared completion of its program of converting all diner ranges to oil, because its even heat makes possible faster and better cooking—in addition to being cleaner and easier to handle. Buffet cars on the Frisco use butane gas for cooking with results similar to those achieved on oil-fired diners. The **Canadian National** is now in the process of installing similar oil-burning ranges in its dining cars.

Try it for comfort!

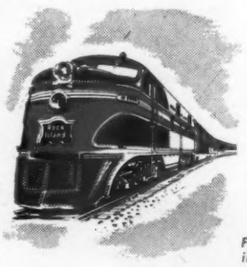
always available on the *streamlined*

Rockets

Looks inviting, doesn't it? It is! When you sink down into its deep, made-for-comfort cushions and tilt the backrest to just the right angle, you'll say, "*Ah-h, perfect relaxation!*" Downright economy, too.

Pullman accommodations, too—upper and lower berths; a wide choice of rooms.

20 Rockets in daily operation . . .



Chicago to Peoria, to Des Moines and Omaha, to Denver-Colorado Springs;

Minneapolis-St. Paul to Kansas City, to St. Louis, to Fort Worth-Dallas, Houston;

Kansas City to Oklahoma City, Fort Worth-Dallas; Memphis to Oklahoma City;

. . . and the **GOLDEN STATE,** Chicago to Los Angeles.

For tickets, reservations and complete information, apply to any Rock Island Representative or address

A. D. MARTIN
General Passenger Traffic Manager
Rock Island Lines
723 La Salle St. Station
Chicago 5, Illinois

Rock Island

Rock Island Lines

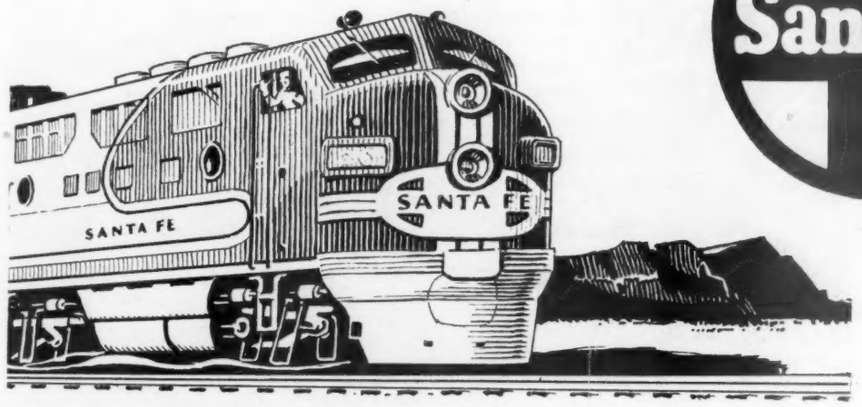
THE ROAD OF PLANNED PROGRESS

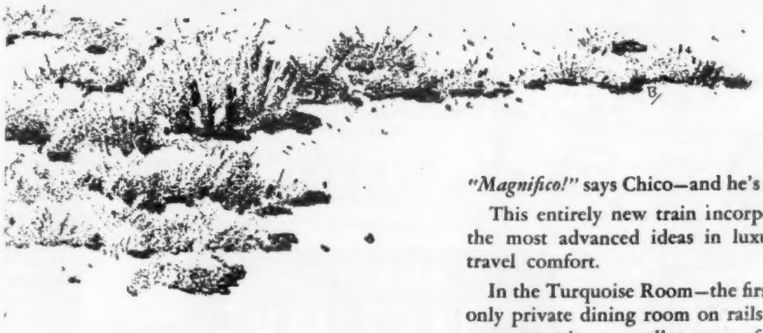
New World Standard in Travel

New Super Chief

daily between Chicago and Los Angeles

Santa Fe





"Magnifico!" says Chico—and he's right!

This entirely new train incorporates the most advanced ideas in luxurious travel comfort.

In the Turquoise Room—the first and only private dining room on rails—you can entertain a small group of your friends privately, en route at a cocktail or dinner party.

The crystal Pleasure Dome—"top of the Super, next to the stars"—gives unsurpassed views of Southwestern scenery.

Fred Harvey chefs present new and exciting menus in the smart new dining cars.

The new all-room and room-suite cars ride with restful cradled-smoothness . . . and there's a "push" button radio or music in every room.

Designed to pamper you every mile of the way—that's the new Super Chief!

Make your reservations today!

R. T. Anderson
General Passenger Traffic Manager
Santa Fe System Lines, Chicago, Ill.

aboard the New

C&O STREAMLINED BEAUTIES

In keeping with the C&O for Progress policy, the Chesapeake and Ohio Railway has made brilliant strides forward in new passenger-pleasing equipment. For now in service on all mainline trains are C&O's magnificent new streamlined glamour coaches and room-type sleeping cars. Completely new from stainless steel sheathing to the deluxe appointments of their handsome interiors, these cars offer the most passenger-pleasing comforts in Chessie history.

Remember, the tops in travel luxury is yours when you go C&O, the trains designed with your comfort in mind.

Choose the **CHESSIE ROUTE** *for Travel!*

Enjoy new-comfort rides on

THE GEORGE WASHINGTON
THE SPORTSMAN
THE F. F. V.
and
THE PERE MARQUETTES

Serving

NEW YORK • WASHINGTON • NORFOLK • NEWPORT NEWS • RICHMOND • VIRGINIA HOT SPRINGS • WHITE SULPHUR SPRINGS • CHARLESTON • HUNTINGTON ASHLAND • LEXINGTON • LOUISVILLE • CINCINNATI COLUMBUS • CLEVELAND • TOLEDO • DETROIT LANSING • GRAND RAPIDS • CHICAGO • ST. LOUIS

The C&O Features Comfort

- ★ Finger-touch sliding doors between cars
- ★ Thermostatic air-conditioning and radiant panel heating
- ★ "Glide-ride" trucks with 3-way shock absorbers
- ★ 5-way adjustable "Sleepy Hollow" seats
- ★ Wide-view picture windows; individual reading lights
- ★ Foam-rubber mattresses and "Motion Monitor" bedsprings
- ★ Electric water coolers
- ★ Enclosed wardrobe and toilet facilities in each bedroom
- ★ Baby bottle cooler in each coach
- ★ Private room sleeping cars; no open sections

CHESAPEAKE AND OHIO RAILWAY

NOW EVEN BETTER PASSENGER SERVICE FOR

Northern New England

All through passenger trains of the Boston and Maine including the deluxe Kennebec, Flying Yankee, and Pine Tree are now operated by diesel power from the group of 194 Diesels in operation on the road.

SMOOTHER OPERATION: New, heavier rails . . . over 800 track miles stone ballast . . . marked extension of Centralized Traffic Control . . . a signaling system that's one of the best in the country — all these steady, continuing improvements make passenger travel on Boston and Maine smoother, faster, more efficient than ever.

Today, Boston and Maine is well equipped to meet the increased passenger transportation demands of these critical times.

BOSTON and MAINE RAILROAD
"MINUTE MAN SERVICE"

BOSTON and MAINE RAILROAD

Smart Travelers GO BURLINGTON!

Travel-wise Americans know—

"Burlington leads the way in passenger progress!"

BURLINGTON PASSENGER LEADERSHIP has been built on a solid foundation of *performance*—and *earned* by a long series of Burlington firsts. Among them are America's first diesel-powered streamlined train . . . and the first Vista-Dome car.

Today, as ever, this railroad is thinking ahead, planning ahead, investing ahead . . . to make train travel more attractive to more people, now and in the future!

BURLINGTON—the Preferred Route to These Vacationlands

Romantic California
served by the Vista-Dome California Zephyr (via CB&Q-D&RGW-WP).

Cool Colorado
Three trains daily—Denver Zephyr, the California Zephyr, the Coloradoan.

Pacific Northwest
served by the Empire Builder, North Coast Limited and Western Star.

Glorious Glacier
a wonderland of lakes and mountains, rich in scenic splendor and wild life.

Magic Yellowstone
one of the world's outstanding wonder spots—and America's first National Park.

In 1951—SHIP and TRAVEL BURLINGTON

BURLINGTON LINES

Everywhere West

Chicago, Burlington & Quincy Railroad • Colorado and Southern Railway
Fort Worth and Denver City Railway • The Wichita Valley Railway

Way of the Zephyrs
Burlington Route

History keeps repeating on The Georgian

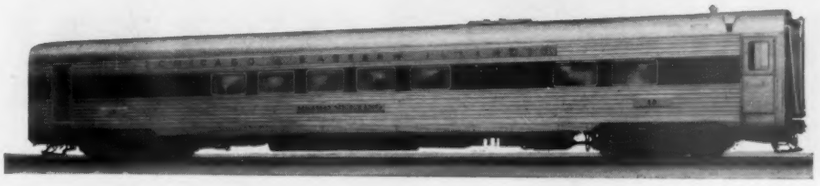
A successful career was launched three years ago, on June 1, 1948 . . . and *now* the Progressive South is "solid" for this progressive train, which provides the finest, fastest daily service ever offered between Chicago and Atlanta.

The record of *The Georgian* is one more demonstration of the *power of public approval* to make trains *pay!* This streamliner's speedy overnight schedule and convenient departure and arrival times have earned repeat patronage. And so has its fine, easy-riding equipment, recently augmented by two handsomely appointed dinette-lounge cars—the "Merrymeeting" and the "Merryjourney."

Another forward step is the time-saving scheduling of the new Chicago-New Orleans *Humming Bird* service, which shortens the run to Mississippi Gulf Coast points by as much as four hours. This, again, is progress the C & E I way—aimed at making rail travel more inviting, for increased earnings through passenger traffic.

C&EI

CHICAGO & EASTERN ILLINOIS RAILROAD



One of The Georgian's smart dinette-lounge cars.

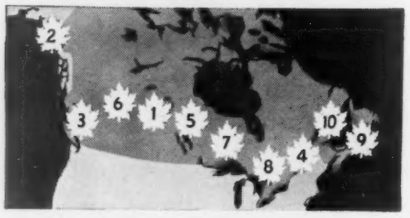
Canada's 10 Top Maple Leaf Vacations

MR. TICKET AGENT: When you get a general inquiry that says "Tell me about a vacation in Canada", you may wonder what to suggest, for this is a big and varied vacation land. You'll need to find what your inquirer wants . . . is it cities, mountains, seacoast . . . fishing . . . swimming . . . golf . . . how long he wants to be away . . . how much he plans to spend. When you get these facts — he looks to you for the answer.

And that's where Canadian National comes in, because we've done something about it, something you'll find mighty helpful in your selling.

Canadian National's Maple Leaf Tours (non-escorted) provide detailed itineraries, which outline routes, days and dollars and can be tailored to meet individual needs. Write, phone or call at our nearest Passenger Office for particulars of Maple Leaf Tours from your territory. You can tie them in with your own line routing in one or both directions. We'll be glad too to furnish colorful folders that will help you close the sale. Remember, Canadian National serves all ten provinces of Canada.

We'll tell you where . . . and take you there!



Find out about Canada's 10 top *Maple Leaf* Vacations at your nearest Canadian National Office

1. Across Canada.
2. Alaska Cruise.
3. British Columbia.
4. Eastern Cities and Laurentians.
5. Hudson Bay and Winnipeg.
6. Jasper in the Canadian Rockies.
7. Minaki (Lake of the Woods)
8. Ontario Highlands.
9. Provinces by the Sea.
10. Romantic French Canada (Gaspé and the Saguenay).

Canadian National Railways offices in:

Boston	Minneapolis
Buffalo	New York
Chicago	Philadelphia
Cincinnati	Pittsburgh
Detroit	Portland, Me.
Flint, Mich.	San Francisco
Kansas City	Seattle
Los Angeles	St. Louis
Milwaukee	Washington, D.C.

In Canada,
360 McGill Street, Montreal, Que.

CANADIAN NATIONAL RAILWAYS

SERVING ALL 10 PROVINCES OF CANADA

The Humming Bird

ON NEW SOUTHBOUND SCHEDULE

SOUTHBOUND					NORTHBOUND
4:15 PM	Lv	Chicago	(C&EI)	Ar	9:05 AM
2:45 PM	Lv	St. Louis	(L&N)	Ar	7:55 AM
8:00 PM	Lv	Cincinnati	"	Ar	7:45 AM
10:05 PM	Lv	Louisville	"	Ar	3:30 AM
7:50 AM	Ar	Memphis	"	Lv	.....
1:45 AM	Ar	Nashville	"	Lv	11:50 PM
5:55 AM	Ar	Birmingham*	"	Lv	7:45 PM
7:55 AM	Ar	Montgomery	"	Lv	5:45 PM
△11:45 AM	Ar	Pensacola	"	Lv	12:30 PM
11:40 AM	Ar	Mobile	"	Lv	1:58 PM
1:07 PM	Ar	Biloxi	"	Lv	12:37 PM
3:10 PM	Ar	New Orleans	"	Lv	10:55 AM

* Cincinnati-Birmingham sleeper in No. 1 leaving Cincinnati 7:05 PM, arriving Birmingham 7:20 AM. Chicago-Birmingham sleeper in No. 1 arriving Birmingham 7:20 AM.
△By bus from Flomaton; rail tickets honored.

FROM CINCINNATI

NOW . . . better connections at Cincinnati for The Humming Bird, offering the convenience, speed and comfort of this fine train to more travelers. Through deluxe coaches and Pullmans to Memphis and New Orleans.

FROM CHICAGO AND ST. LOUIS

Two to four hour earlier arrival Montgomery, Mobile, Gulf Coast and New Orleans. Through Pullmans and deluxe coaches Chicago to Montgomery and New Orleans—through Pullman St. Louis to Montgomery.

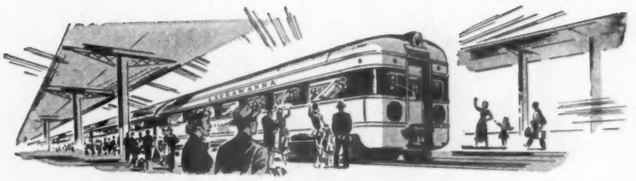
The Humming Bird Crossing Back Bay, Biloxi, Miss.

Choice of Pullman accommodations—Deluxe individual reclining seat coaches—Full length Tavern-Lounge Car, and Diner serving those delicious meals which make travel on the L&N a distinct pleasure. **NO EXTRA FARE.**

L&N

LOUISVILLE & NASHVILLE R. R.

Pride of Lackawanna's Great Streamlined Fleet...



THE FABULOUS

Phoebe Snow

2-Way Daily Service between—
NEW YORK, NEWARK, SCRANTON, BINGHAMTON, ELMIRA and BUFFALO

WONDEFUL Reclining Easy-Chair Coache

BEAUTIFUL and Spacious Dining Car

MAGNIFICENT Observation Tavern-Lounge Car open to all passengers

LUXURIOUS Bedroom and Roomette Sleeping Cars

The Shortest, Most Direct Route between New York and the Great Lakes

WESTBOUND
Eastern Standard Time

Lv. Hoboken	9:30 A.M.
Lv. Newark	9:43 A.M.
Ar. Scranton	12:45 P.M.
Ar. Binghamton	1:57 P.M.
Ar. Elmira	3:09 P.M.
Ar. Buffalo	5:45 P.M.

EASTBOUND
Eastern Standard Time

Lv. Buffalo	9:15 A.M.
Ar. Elmira	11:49 A.M.
Ar. Binghamton	1:08 P.M.
Ar. Scranton	2:15 P.M.
Ar. Newark	5:16 P.M.
Ar. Hoboken	5:30 P.M.

There's Nothing Lacking on the

Lackawanna Railroad

THE ROUTE OF PHOEBE SNOW

When you go FRISCO the service is smooth as the ride!

Whether you're relaxing in a comfortable Frisco lounge car . . . having dinner in a smartly appointed Frisco dining car . . . or relishing the privacy and comfort of a Frisco bedroom or roomette, you can depend on service to warm your heart and please your good taste.

Next time you're traveling between St. Louis and Texas or Oklahoma, select one of Frisco's diesel-powered streamliners — The Meteor or Texas Special. Both trains provide Pullman and coach accommodations; also dining and lounge car service.

Then you can enjoy for yourself the delightful surroundings and extra courtesies that make Frisco service as smooth as the ride.

5000 MILES SERVING

Missouri • Kansas • Arkansas • Oklahoma • Texas
Tennessee • Mississippi • Alabama • Florida

FRISCO

Symbol of the Finest Rail Service In, To and Through the SOUTHWEST

New Diesel fleet, smoother schedules, equipment improvements from end to end of the Katy system —are pleasing more passengers every day on the finer, faster Katy trains SOUTHWEST. Let our hat remind you to *send 'em Katy!*

ROUTE 'EM TEXAS SPECIAL

SOUTHBOUND		NORTHBOUND
	Frisco R. R.	
Lv. 5:30 pm	St. Louis	Ar. 8:10 am
Lv. 5:40 pm	Tower Grove	Ar. 7:50 am
Lv.	Webster Groves	Ar. *7:37 am
Lv. 8:01 pm	Newburg	Ar. 5:28 am
Lv. 10:40 pm	Springfield	Ar. 2:55 am
	M. K. T. R. R.	
Lv. 2:20 am	Muskogee	Ar. 11:15 pm
Lv. 3:24 am	McAlester	Ar. 10:10 pm
Ar. 5:05 am	Denison	Ar. 8:15 pm
Ar. 6:19 am	Greenville	Ar. 7:16 pm
Ar. 7:18 am	Highland Park	Lv. 6:18 pm
Ar. 7:30 am / Lv. 7:45 am	Dallas / Union Station	Lv. 6:10 pm / Ar. 5:55 pm
Ar. 8:45 am	Fort Worth	Lv. 5:10 pm
Ar. 10:35 am	Wichita Falls	Lv. 3:45 pm
Ar. 9:40 am	Waco	Lv. 4:00 pm
Ar. 12:01 pm	Austin	Lv. 1:42 pm
Ar. 1:55 pm	San Antonio	Lv. 12:01 pm

*Stops to discharge revenue passengers from Texas and Oklahoma.

Luxury sleeping car and coach accommodations, world-famous diner meals to please every taste and budget.

Suggest the glamorous Streamlined Texas Special. Daily between St. Louis and San Antonio, through sleeping cars to and from New York, Washington and the East.

M·K·T KATY RAILROAD MISSOURI-KANSAS-TEXAS

THE KATY RAILROAD

NATURAL ROUTE SOUTHWEST

Luxury and privacy combined in Texas Special all-room sleepers.

Roomy Sleepy Hollow seats in Texas Special coaches.

Katy's famous Bluebonnet is now *Diesel Powered*, smoother riding. Route 'em Katy, *the short line* between Kansas City and the principal cities of Texas.

56

Progress in Passenger Equipment — *and Safety* are N&W Traditions

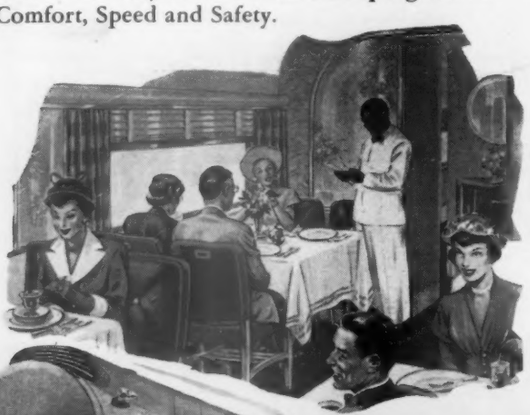
The Norfolk and Western's *Powhatan Arrow* and *Pocahontas* are "two of the truly great trains of America." The "Arrow," as it's known along the N. & W. line, is the last word in daytime travel between the Virginia seashore and the mid-West — with bright, modern decor . . . handsome Tavern-Lounge-Observation cars . . . wide, super-comfort reserved seats at clear, Vista-Vue windows, finest food and flawless service. The newly equipped *Pocahontas,* operating over the same route between Norfolk and Cincinnati, is designed for sleeping service par excellence — featuring new roomettes and bedrooms, with private lavatories, wardrobe lockers and individual temperature control, and same superb diner service offered on its teammate, the *Powhatan Arrow.*

But *Comfort and Speed* isn't the full story in Norfolk and Western passenger progress. Add the element of Safety for the complete picture. Since the war, the N. & W. has spent and authorized $162,500,000 for terminal-to-terminal improvements . . . for a better railroad plant . . . for safe and swift service.

The N. & W.'s policy of constant improvement is the major factor behind its progress in Comfort, Speed and Safety.

The Harriman Memorial Medal

The Norfolk and Western has won the Harriman Memorial Gold Medal five times. This coveted award is the highest honor in overall railroad safety.



Norfolk and Western Railway

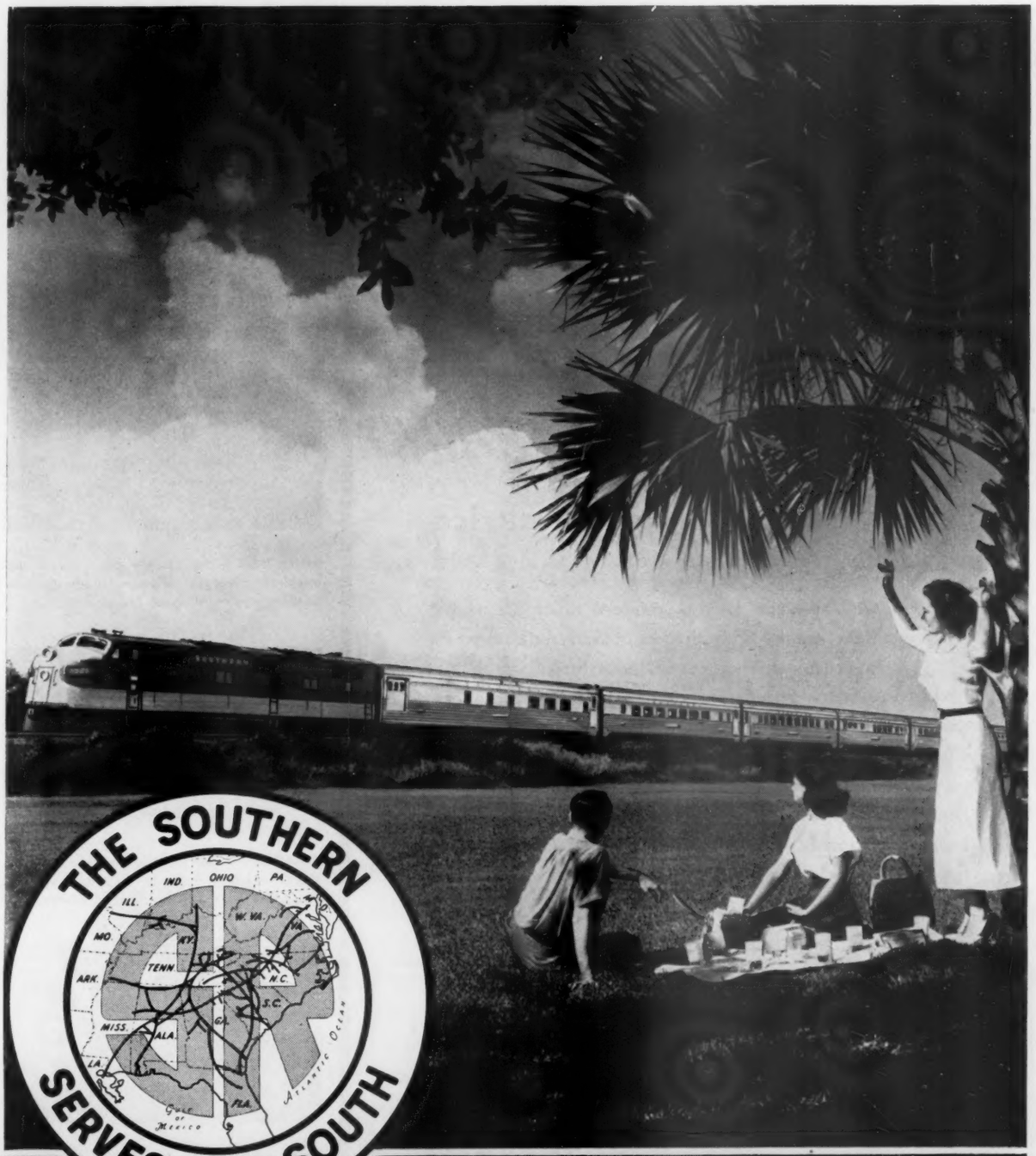
IN GOOD HANDS

Yes, 20,943 pairs of hands guide the destiny of the NEW HAVEN RAILROAD. They're hard at work . . . working on the railroad . . . around the clock for New Haven getting things done — among them, betterments like these:

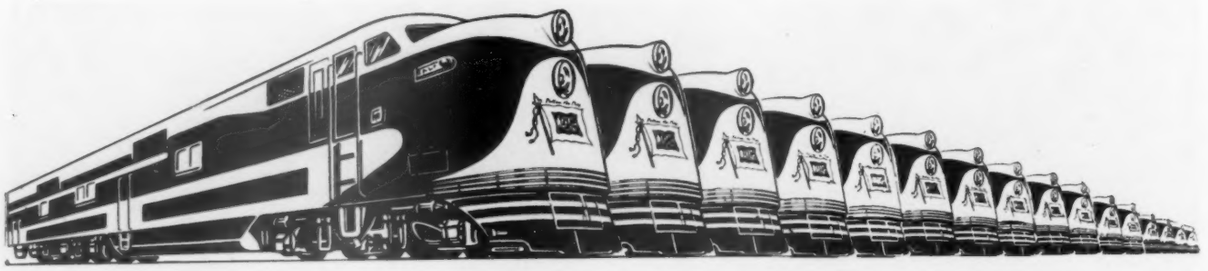
- **Increased passenger and freight service . . . without interruption of normal operations.**
- **Complete turn to modern Diesel-electric and electric locomotive power . . . now in use on 98 per cent of the New Haven system, with 35 more new Diesels on the way.**
- **Operation, night and day, between New York and Boston of a modern stainless-steel, streamlined passenger fleet.**
- **Improved fast direct freight service, speeding the delivery of everything from vital food supplies to scarce materials.**
- **Increased know-how that comes from long experience in running a dependable railroad during a national emergency.**

Skilled hands up and down the line, from the front office to the roundhouse, keep New Haven alert and prepared . . . constantly on the move . . . to fulfill the transportation needs of southern New England and adjacent areas served by the New Haven.

Yes, 20,943 pairs of New Haven hands are working for Americans on every front — including this one, right here at home. You can be certain that the New Haven is in mighty, **mighty-good** hands.



BON VOYAGE! Exciting things have happened to passenger travel on the Southern Railway in the past few years. Scores of new, streamlined, lightweight passenger cars . . . from reclining-seat coaches and room-type Pullman cars to diners, lounge, observation and other feature cars . . . have been added at a cost of $11½ million. They've gone into sleek "name trains" . . . and they offer passengers the latest in travel pleasure and comfort. For a *bon voyage*—a good trip—to, from and within the South . . . go on the **SOUTHERN RAILWAY SYSTEM.**



Sixteen Swift, Smooth, Safe *DIESEL-POWERED TRAINS*

Serving the Heart of America

Modern *speed,* modern *comfort,* modern *safety* are yours when you travel via the Wabash Fleet of sixteen diesel-powered passenger trains. The fleet includes three completely new streamliners. For overnight trips, the Wabash offers the luxury of new Pullmans, with roomettes and bedrooms where you can enjoy greater comfort, convenience and privacy. Coaches have modern "Sleepy Hollow" reclining seats. Diners provide pleasant atmosphere for your enjoyment of superb, reasonably priced meals. Whether your trip is for business or pleasure, you'll like the extra travel value of the modern Wabash Fleet.

The Modern Wabash Fleet of Diesel-Powered Trains

ST. LOUIS-CHICAGO

"Banner Blue"
"Streamliner Blue Bird"
"Midnight"

ST. LOUIS-DETROIT

"Wabash Cannon Ball"
"Detroit Limited"
"St. Louis Limited"

ST. LOUIS-KANSAS CITY

Streamliner "City of Kansas City"
Streamliner "City of St. Louis"
"Midnight Limited"

ST. LOUIS-DENVER-WEST COAST

Streamliner "City of St. Louis"

"Follow the Flag" WABASH

T. M. HAYES, Passenger Traffic Manager
1495 Railway Exchange Building
St. Louis 1, Missouri

MODERN SERVICE IN THE HEART OF AMERICA

ROOMETTES — You'll enjoy new comfort and complete privacy in a roomette on the new sleeping cars on Wabash overnight trains.

BEDROOMS — For extra luxury choose a bedroom, available on most overnight Wabash trains. They're roomy . . . they're private.

COACH COMFORT — Diesel-powered Wabash trains have modern coaches with "Sleepy Hollow" seats, offering you luxury at low cost.

MODERN DINERS—The food is superb, the surroundings delightful, the prices reasonable. You'll remember your meals with pleasure.

WHERE *Courtesy* IS TRADITIONAL...

Like progressive railroads everywhere, Seaboard keeps pace with each development contributing to fast, dependable rail transportation . . . modern streamliner equipment, for example, such as we feature in Florida service on the SILVER METEOR and SILVER STAR, and on the SILVER COMET between New York and Atlanta-Birmingham . . .

We believe *pleasant* traveling means even more than attractive, modern surroundings. It means being treated with courtesy and consideration by train personnel, of feeling *welcome* — as a guest *should* feel. Hospitality is as traditional on the Seaboard as it is in the territory Seaboard serves.

We build 'em... roll 'em... sell 'em!

All America is the target for Hiawatha ticket sales. And people everywhere know about these superb trains. They know because of active solicitation by Milwaukee Road salesmen. And because Hiawatha advertising—in newspapers, leading magazines and on the air—does a year 'round job of publicizing the advantages of travel by rail. We operate on the principle that you've got to tell 'em to sell 'em. H. Sengstacken, Passenger Traffic Manager.

THE MILWAUKEE ROAD

5 TRAVEL LEADERS

offer speed and relaxation to and from the West-Southwest

1. The **TEXAS EAGLE** overnight between St. Louis, Memphis and the principal cities of Texas. Through sleeping cars between New York, Washington and Texas.
2. The **COLORADO EAGLE** between St. Louis, Kansas City, Wichita and Colorado. Planetarium-observation coaches between St. Louis and Denver daily.
3. The **MISSOURI RIVER EAGLE** between St. Louis and Kansas City, St. Joseph, Lincoln, Omaha.
4. The **VALLEY EAGLE** between Houston, Corpus Christi and the Rio Grande Valley.
5. The **DELTA EAGLE** between Memphis and Marianna, and Helena, Ark., and Tallullah, La.

Premium Speed, Convenience and Comfort at No Extra Fare

R. J. McDERMOTT
General Passenger Traffic Manager
MISSOURI PACIFIC LINES
ST. LOUIS 3, MISSOURI

ROUTE OF THE EAGLES

■ What a triumph of transportation a train ride has become!

Only as far back as 1935, for example, the "bigger" dollar of those days could not possibly have bought the passenger comfort and safety now found on the streamliners of North Western's famous "400" Fleet.

Today, air-conditioned cars are taken for granted—glare-proof "picture windows" now frame the passing view—individual easy chairs, contoured to the body, have replaced the old-type coach seat . . . and overall riding ease has been accomplished through modern, shock-absorbing car construction coupled with velvet-smooth diesel-electric power.

Yes, today's "400" comfort ride, combined with better safety devices and faster, more convenient schedules presents quite a contrast with the train ride of yesteryear. It is the "bonus" every "400" Fleet rider gets for his transportation dollar today.

The "400" Streamliner Fleet Now Operates Between Chicago and—Appleton • Ashland • Beloit • Escanaba • Fond du Lac • Green Bay • Huron • Ishpeming • Kenosha • Madison • Mankato • Marinette • Menominee • Milwaukee • Minneapolis • Neenah-Menasha • Oshkosh • Racine-Rochester-St. Paul • Watersmeet

CHICAGO AND NORTH WESTERN SYSTEM

CHICAGO and NORTH WESTERN SYSTEM

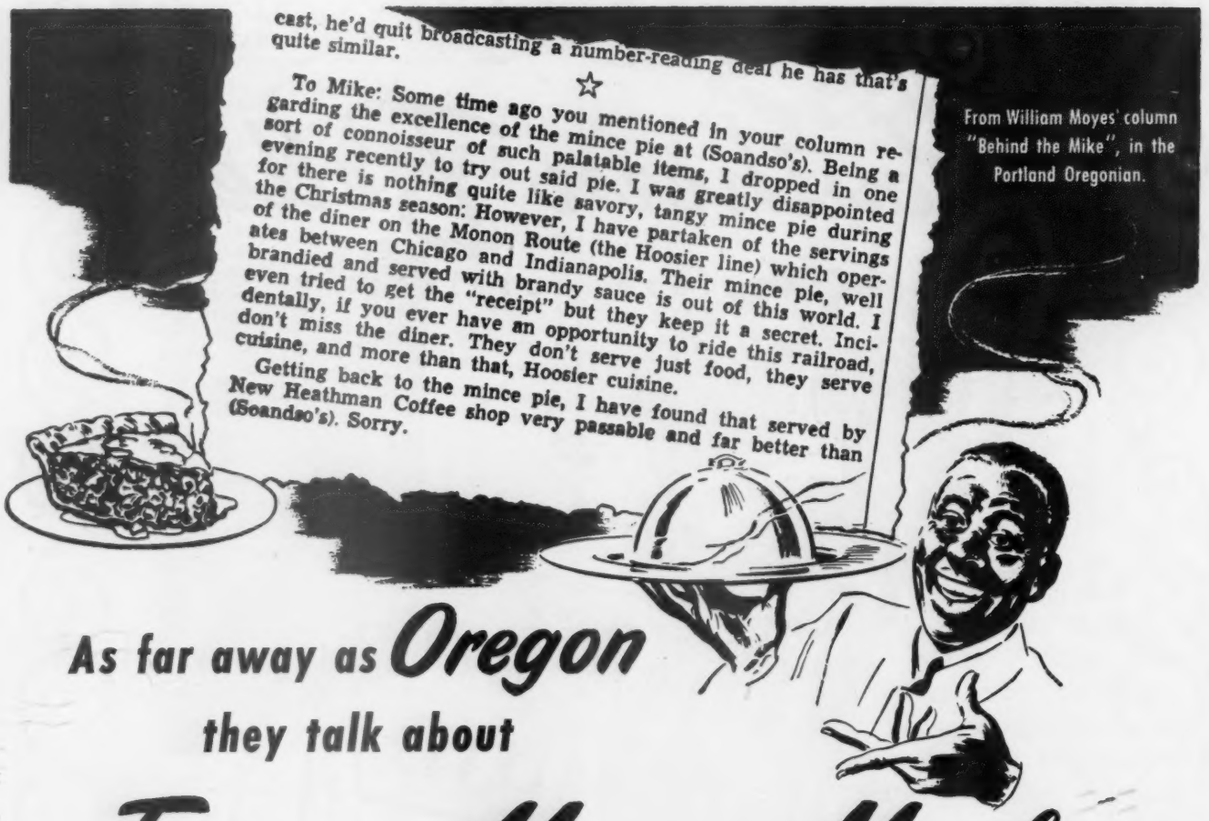
PIONEER RAILROAD OF CHICAGO AND THE WEST — SINCE 1848

TO, THROUGH AND FROM THE SOUTHWEST

T&P SERVICE IS ALWAYS THE BEST!

The Texas and Pacific Railway's continuing program of modernization for the entire line includes dieselization of freight service. This program, soon to be complete, means not only faster freight shipments, but smoother handling of shipments from one end of the line to the other. Every day T&P becomes a better line for you to use. Route your next shipment via T&P. For details see the nearest T&P agent, or write: Freight Traffic Department, Texas and Pacific Railway, Dallas, Texas.

THE TEXAS AND PACIFIC RAILWAY



cast, he'd quit broadcasting a number-reading deal he has that's quite similar.

☆

To Mike: Some time ago you mentioned in your column regarding the excellence of the mince pie at (Soandso's). Being a sort of connoisseur of such palatable items, I dropped in one evening recently to try out said pie. I was greatly disappointed for there is nothing quite like savory, tangy mince pie during the Christmas season: However, I have partaken of the servings of the diner on the Monon Route (the Hoosier line) which operates between Chicago and Indianapolis. Their mince pie, well brandied and served with brandy sauce is out of this world. I even tried to get the "receipt" but they keep it a secret. Incidentally, if you ever have an opportunity to ride this railroad, don't miss the diner. They don't serve just food, they serve cuisine, and more than that, Hoosier cuisine.

Getting back to the mince pie, I have found that served by New Heathman Coffee shop very passable and far better than (Soandso's). Sorry.

From William Moyes' column "Behind the Mike", in the Portland Oregonian.

As far away as *Oregon* they talk about

Famous Monon Meals

Freight-wise, there are 22 on-line and off-line Monon offices serving the nation. A trial shipment will convince you that "Monon means Business."

The delicious foods served on Monon diners have been the subject of highest praise by Monon passengers for years. Many of the regular riders will go out of their way to change their schedules in order to enjoy this good Hoosier cooking.

The clipping reproduced here is evidence that the fame of Monon "cuisine" has spread far and wide—even to Oregon. On your next trip go Monon. Enjoy some of "the good things of Life" provided by Monon "service-with-a-plus." You'll agree that Monon meals are entitled to their fame.

MONON

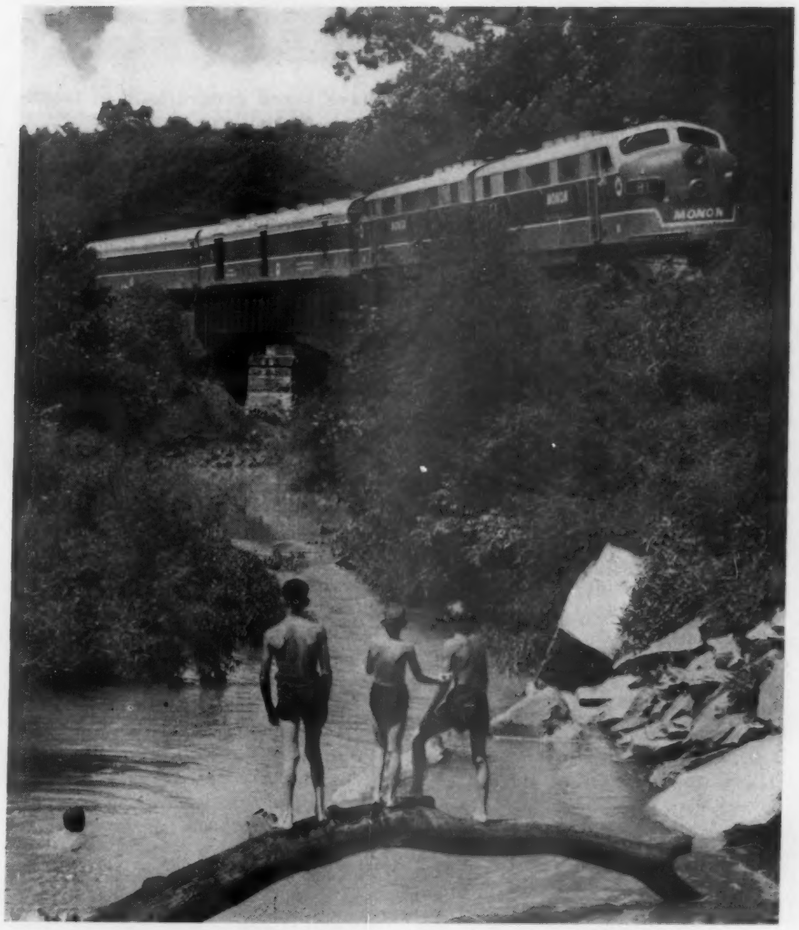
THE HOOSIER LINE

CHICAGO, INDIANAPOLIS AND LOUISVILLE RAILWAY COMPANY

A Railway Age Feature

TRAVEL BY TRAIN

- ***Where to go for recreation***
- ***How to go in comfort***



The following pages briefly describe important vacation resorts, national parks, historic attractions and larger cities of the United States and Canada. Space limitations unfortunately have compelled the omission of many other places of interest. Summaries of railroad service to and from selected major travel centers indicate how conveniently those resorts and cities are reached by train. In general, only regular through Pullman or de luxe streamline operations are embraced in these summaries.

Sightseeing buses and drive-yourself cars are available at the principal cities and resorts to reach neighboring places of interest. Many resorts and scenic areas, particularly the national parks, are included in "package" tours offered by various travel agencies and several Eastern and Midwestern railroads.

ACADIA NATIONAL PARK, on Mt. Desert Island, combines ocean and mountain scenery. Drives reach scenic spots, typical of Maine's "rockbound coast," and thread evergreen woods to reach the uplands, especially the summit of Mt. Cadillac (1,528 ft.), where there is a splendid view of island-dotted bays, forested mainland, and wide ocean. Visitors find summer and fall the best seasons, and *Bar Harbor*, gateway to the park, has been a fashionable summer resort for generations. Other resort villages on the island are *Northeast Harbor* (on a fjord, popular with yachtsmen) and *Seal Harbor*. Boats from these quiet ports take out fishermen or sightseers for inviting cruises around the cliff-rimmed shore or to neighboring islands.

NYSPIX—Commerce

ADIRONDACKS STREAMS and lakes have lured generations of fortunate fishermen to places remote from roads and cities

ADIRONDACKS mountains, woods and waters have appealed to generations of vacationers, health seekers, fishermen and hunters. The region extends from Plattsburg on Lake Champlain to the Mohawk valley near Utica. Gateways are Utica, Watertown, *Potsdam* (seat of Clarkson College of Technology), *Malone*, Plattsburg, Lake George and Amsterdam, on the perimeter, and Tupper Lake, Lake Placid and Saranac Lake in the heart of the mountains. Highways connect the larger resorts, but many are most conveniently reached by canoe. *Plattsburg* has fine views of the Green mountains across the lake; swimming is popular, so is fishing (trout, bass, perch). Nearby *Bluff Point*, on the lake, has a large hotel. Scenic *Ausable Chasm* (walk, boat ride) is entered at Keeseville. *Lake Placid*, still a popular summer resort, is perhaps the East's outstanding winter sports center. The island-dotted lake is surrounded by forests and mountains, through which there are miles of bridle paths and trails. Swimming, golf, and all outdoor summer sports are enjoyed, including ice skating in the arena. In winter the championship bobsled run, ski jumps and outdoor skating rink entice amateurs and experts. A fine road climbs *Whiteface Mountain*, passing another well-equipped ski center; the view from the summit is stupendous. *Saranac Lake* has sanatoriums for health seekers, but it also has creation facilities for summer visitors and ski enthusiasts. The canoe route here from Old Forge, on the Fulton chain of lakes, is perhaps the favorite of all in the Adirondacks. *Tupper Lake*, another center for sportsmen and vacationers, has an annual winter carnival (February). Here, as all through the lake country, fishing is enjoyable. *Long Lake* (motor from Sabattis), *Raquette Lake* and *Old Forge* (motor from *Thendara*) are alike in providing wonderful opportunities for lovers of boating, canoeing and water sports. All around are fine lakes, with cottages small and sumptuous on their shores. *Indian Lake, Speculator, North Creek* and *Schroon Lake*, on the south and east sides of the mountain complex, are popular resorts also, where all outdoor sports are enjoyed. *Ticonderoga*, at the isthmus separating Lake George and Lake Champlain, has a restored pre-Revolutionary fortress of great historic interest. *Lake George*, extending south 32 miles to the town of that name, is one of the East's premier beauty spots. Summer homes and camps line its shores, particularly on the west side, and the state has large bathing beaches at the southern end. The lake is best seen by boat but the drive along the west side is scenic.

Acme Photo

AKRON entertains great throngs when the Soapbox Derby finals are run each autumn

AIKEN is a fashionable winter resort in South Carolina's sand hills section, where the mild bracing climate encourages outdoor sports, particularly polo, drag hunts, steeplechasing, golf, trap shooting, fishing, and quail hunting. There are many private estates and winter homes in the vicinity, and there are said to be no less than 15 polo fields. Gardens are best in March, and then comes warm weather and the exodus to the North. Aiken State Park (16 miles, motor) has facilities for swimming, boating, fishing.

ASHEVILLE is an outstanding mountain resort, most popular in spring and summer, but visited at all seasons. In the vicinity are golf courses, trails for hiking and riding, rushing streams for fishing, and woods and mountains for hunting. Events include a mountain song and dance festival (August) and a rhododendron festival (mid-June). The city is surrounded by mountains, threaded by magnificent scenic roads. Craggy Gardens (17 miles, motor) a Pisgah National Forest recreation area, has a magnificent display of wild rhododendron (mid-June). Chimney Rock (25 miles, bus) is a fine viewpoint looking across the rolling Piedmont section. East of Asheville are *Montreat* (14 miles, bus) and *Ridgecrest* (15 miles, bus) seats of large summer church conferences. The summit of *Mt. Mitchell*, highest point in eastern America, is reached by automobile road (sightseeing tours from Asheville). A road across Mt. Pisgah also commands a superb view;

Southern Railway

BILTMORE ESTATE, adjoining Asheville, surrounds a magnificent French chateau-like mansion

on the side of this great peak, on the main highway, are the Pink Beds, a great wild garden of azaleas and mountain laurel (bus tours May and June). *Biltmore*, on the edge of the city (motor) is a superb private estate (open all year) surrounding Biltmore house, a great French chateau furnished with museum pieces (tapestries, paintings, porcelain, armor, splendid antiques) with a magnificent view of mountains and forest. West of Asheville (50 miles, bus) is the North Carolina entrance to the Great Smoky Mountains National Park.

ASPEN, Colo., once a mining town, is a year-round mountain resort, particularly visited for its renowned skiing terrain, including spectacular Roch run, regarded as one of the world's most difficult (trophy race, March). The lift at Aspen is called the world's longest, it extends 14,000 ft., taking skiers and summer visitors to the top of 11,300-ft. Mt. Ajax (great view).

ATLANTIC CITY, premier seashore resort of the Northeast and scene of many conventions, has several hundred hotels, most open all year, but the flood tide of visitors comes in July-August. Activities center on the Boardwalk, a wide, plank-surfaced structure of steel and concrete which skirts the ocean shore for 7 miles. On the land side the Boardwalk is lined for 4 miles by hotels, shops, restaurants, auction rooms, salt-water taffy stores, theaters and amusements, while at intervals covered piers extend from it over the water, offering a wide variety of entertainment. Convention Hall, on the Boardwalk, is the world's largest. A May 30 motor boat race usually inaugurates the summer activities, which wind up in the nationally publicized "Miss America" contest in September. Many visitors come regularly for surf and deep sea fishing, and for horse racing at the new 1⅛-mile track (14 miles west). *Ocean City* (10 miles, bus) is a similar but smaller shore resort, with a full complement of sports facilities.

BELLINGHAM is a gateway to northwestern Washington resort districts. In the city are Fairhaven Park, with rose gardens and recreation facilities; Western Washington College of Education, with fine views of mountains and waters; and Whatcom Falls Park, with waterfalls, swimming and other sports. From Bellingham a scenic highway leads east up Nooksack river into Mt. Baker National Forest, passing Forest Service recreation grounds and terminating at *Mt. Baker Lodge* (motor, 59 miles), a center for outdoors life, riding, fishing, mountain climbing (Mt. Shuskan and Mt. Baker, both hazardous), and skiing (tow). Another scenic road is Chuckanut drive south of Bellingham, with superb views of Puget Sound. Larrabee State Park, on the shore, has views, too, and salt-water fishing and bathing. Passenger boats run from Bellingham through the San Juan Islands.

BERKSHIRE resorts cover a large area of western Massachusetts. The area's principal centers are *Pittsfield* and *North Adams*, both industrial cities, *Williamstown*, seat of Williams College (elm-shaded grounds, beautiful white-spired church), *Lenox* and *Stockbridge*, surrounded by fine estates, and *Great Barrington*, market town for the southern Berkshires. South of Great Barrington (motor, 8 miles) is Mt. Everett, a state reservation popular for hiking (fine views) and winter sports. Beartown State Forest, east of Great Barrington (motor, 7 miles), also has winter sports facilities, and visitors in early summer enjoy the blooming of azalea and laurel. Monument Mountain (motor, 4 miles), a Berkshire landmark, challenges hikers (excellent view). Near Lenox are *Tanglewood*—an estate transformed into a summer music center, with a series of concerts by the Boston Symphony orchestra — and October Mountain, a state forest with lakes (trout) and winter sports. Mt. Greylock, reached from North Adams (motor, 8 miles), is Massachusetts' highest point (stone observatory); there is a wide view. Skiiers find terrain to their liking in the surrounding reservation.

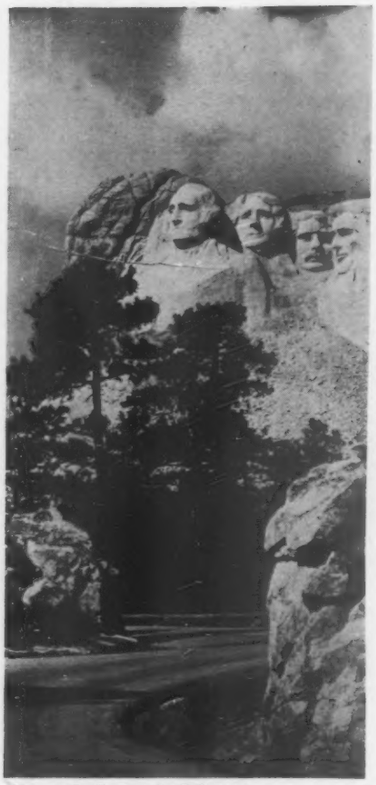
BLACK HILLS of South Dakota region includes wooded mountains, enticing lakes, vast caverns, a sanctuary for Rocky Mountain sheep, miles of trout streams, and facilities for camping, hiking, boating and horseback riding. Circuit trips in the area are available, starting at Rapid City (Milwaukee and Chicago & North Western service) or at Newcastle, Wyo., on the Burlington's Kansas City-Billings line. *Rapid City* has the state School of Mines and interesting scenic drives, one along the rim of Rapid Creek Canyon, another a skyline drive affording wide views; several caves are nearby. *Belle Fourche* has a big July 4 "roundup" with many cowboy participants. *Spearfish* stages the Black Hills Passion Play each summer; it is the gateway to the Theodore Roosevelt game refuge. *Deadwood*, an old mining town, has a

Chicago, Burlington & Quincy

DUDE RANCHES in most Western states are popular with many younger vacationers

Atlantic City Convention Bureau

ATLANTIC CITY'S broad breeze-swept Boardwalk is lined with great hotels and wide beaches where swimmers and sunbathers congregate



Chicago, Burlington & Quincy

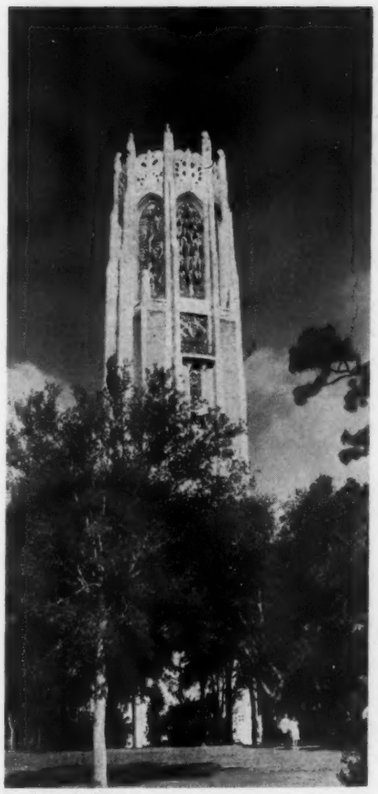
BLACK HILLS sights include the immense Mt. Rushmore memorial

"Days of '76" celebration, rodeo, "wild west" acts, parade) early in August; strangers are shown the graves of Wild Bill Hickok and Calamity Jane. *Lead* is still a mining town, and visitors may see part of the great Homestake gold mine; there is skiing nearby (tow). *Jewel Cave National Monument* has beautiful underground passages and limestone formations; open in summer (difficult trip). *Custer* is the gateway to Custer State Park, which protects some of the most scenic sections of the Black Hills, including beautiful Sylvan Lake, and herds of buffalo, deer, antelope and elk. South of Custer is *Wind Cave National Park,* with concealed lighting and an elevator, where rangers conduct visitors through characteristic cavern chambers and galleries (1¼ hours); the temperature is about 47 deg. *Hot Springs,* southern gateway to the Black Hills, is a health resort (large warm water plunge). Near the summit of *Mt. Rushmore,* between Sylvan Lake and Rapid City, is a colossal carving of the heads of Washington, Jefferson, Lincoln and Theodore Roosevelt, a great memorial in enduring granite.

BOSTON is one of the oldest and largest American cities. It is a major port, particularly for fish, with an important Navy Yard and Army Base. Sightseeing bus tours supplement local subway, elevated and surface transit, but many places in the historic, crowded downtown section are best reached on foot. The Statehouse on Beacon Hill looks over winding streets of the old city and the harbor. There are well-preserved early American houses on Beacon Hill, particularly on Beacon street and Louisburg square. Historic public shrines downtown include the old colonial statehouse; Faneuil Hall; Paul Revere's home, built 1660; and the colonial Harrison Gray Otis house, with period furnishings. In the Charlestown section are Bunker Hill monument, and, at a Navy Yard pier, the rebuilt historic frigate "Constitution." Noteworthy among Boston's churches are Old North Church, where the lanterns were hung for Paul Revere; Old South Meetinghouse, with colonial relics; King's Chapel, with graves of many colonial worthies in its burying ground; Park Street Church, with the adjacent Granary Burial Ground (Paul Revere, John Hancock, Samuel Adams and other patriots); and the newer Trinity Church, masterpiece of Richardson Romanesque architecture, and First Church, mother church of Christian Science. Museums include the Massachusetts Historical Society; the Museum of Fine Arts, one of America's very best and a "must" for art lovers; and the Gardner Museum, a Venetian palace with a notable art collection. The Boston Public Library houses notable collections. Parks include the Common; the richly landscaped Public Gardens, where swan boat rides thrill youngsters; the Back Bay Fens, with winding drives and waterways; Marine Park, with an aquarium and yacht club quarters; the botanical treasures of the Arnold Arboretum; and Franklin Park with the city's zoo. Educational institutions include Boston University; Simmons College (women); Northeastern University; New England Conservatory of Music; and the Boston Latin School (founded 1635). The Boston Symphony Orchestra is highly regarded by music lovers (winter season; also "pops" concerts). Spectator sports include National and American league baseball; indoor events at Boston Garden; the Suffolk Downs race track; and college football at Harvard's stadium. Local trains, bus lines and sightseeing buses reach many nearby points of interest. *Cambridge* is reached by the Boston subway. Here are three great schools, Massachusetts Institute of Technology, Radcliffe and Harvard, where architecturally heterogeneous buildings house one of the nation's finest libraries, superior collections of prints and other fine arts, and a rich variety of exhibits in natural history, in which visitors find of great interest the remarkable collection of Blaschka glass flowers. M.I.T. has a naval museum with marine prints and ship models. Cambridge is particularly rich in literary associations (homes of Lowell and Longfellow). The metropolitan transit facilities serve *Revere Beach,* Boston's Coney Island. Suburbs on the fashionable and beautiful *North Shore* are reached by Boston & Maine train or sightseeing bus. *Swampscott* has the fine estates and gardens of an old residential community, and *Marblehead* is a popular summer resort and yachting center on a beautiful rock-bound harbor, with interesting colonial houses lining picturesque

National Park Service

BIG BEND NATIONAL PARK has spectacular scenery in rough, semi-desert country along the Rio Grande in West Texas



Southern Railway

BOK TOWER and bird sanctuary is one of Florida's satisfying spots

streets. *Salem* is of considerable historical and architectural interest, with fine mansions built by sea captains and merchants wealthy from trade with the Far East. The Peabody Museum has exhibits from the Far East, marine relics and models of famous old ships. On the waterfront is the Salem Maritime national historic site, including the old custom house, Derby wharf, main landing for the China traders, and the Derby house, a characteristic merchant's home. The Pioneer Village reproduces the very early New England colonial settlements. *Gloucester* and *Rockport*, on rocky windswept Cape Ann, are summer resorts frequented by artists. Paintings and sculpture of European masters are displayed in the Hammond Museum. Gloucester is a busy commercial fishing port and its fine harbor is a favorite with yachtsmen. *South Shore* suburbs are accessible by bus, and some by New York, New Haven & Hartford branch-line commuter trains. *Quincy* was the home of the famous Adams family, and the long, gambrel-roofed house where its two U.S. Presidents lived is preserved in the Adams Mansion national historic site. Summer resorts popular with yachtsmen include *Hingham, Cohasset* and *Scituate*. Hingham's timbered, pyramid-topped meeting house was built in 1681. North of Boston, beyond *Medford*, where visitors see Tufts College and several houses dating from the 17th and early 18th centuries, a Boston & Maine line runs through *Andover* (seat of Phillips Academy, boys' preparatory school, and Abbott Academy), and *Lawrence*, a mill town. Near Lawrence, but across the state line in New Hampshire, is the Rockingham Park race track. Buses and Boston & Maine trains connect Boston with Lexington and Concord, where visitors find many historic and literary shrines. At *Lexington* is preserved the green where the first fight of the Revolution ocurred, April 19, 1775, between the Minute Men and the British redcoats whose coming was heralded by Paul Revere's ride. The colonial houses include the parsonage and two taverns. Six miles beyond is *Concord*, with the arch bridge where the "embattled farmers" fired the "shot heard round the world," turning back the British raid. Relics of colonial times and of the 19th century writers who lived in Concord are displayed in the Antiquarian house, and homes of Emerson, the Alcotts and Hawthorne are open to visitors. Their graves, and those of Thoreau, Channing and the sculptor French are in Sleepy Hollow cemetery. Walden Pond, made famous by Thoreau's classic journal, is just south of Concord and frequently is included in sightseeing itineraries. Many visitors go on to *South Sudbury* to see the Wayside Inn, restored by Henry Ford with furnishings of the time Longfellow wrote about; on the property are an old mill and the immortal schoolhouse of Mary's Little Lamb. Suburban points west and south of Boston may be visited in a circuit tour by bus or motor; trains of the Boston & Albany serve Newton and Wellesley. To *Wellesley* the route traverses long-established fashionable residential suburbs—*Brookline; Chestnut Hill*, with Boston College in a sightly location; and widespread *Newton*. In addition to the landscaped grounds and art collections of Wellesley College, visitors to Wellesley see the Babson Institute (exhibits include an immense U. S. relief map) and the Italian gardens of the Hunnewell estate. In *Dedham* is the 11-room frame Fairbanks house, (1636).

BRUNSWICK, Ga., industrial city and shrimp fleet port, is the gateway to Georgia's famed Sea Islands, includ-

New England Council

ROCKPORT, on Cape Ann, near Boston, has waterfront scenes that thrill artists and photographers

Union Pacific

CARMEL, seen from wind-swept Point Lobos, is one of California's grandest sea and shore views

ing *Jekyll Island State Park*, with recreational facilities and a fine beach (boat from Brunswick), and St. Simon Island (9 miles, motor), on which are Fort Frederica National Monument (ruins of an 18th century British fortification) and *Sea Island, a fashionable* year-around resort, with a fine wide beach and fine facilities for outdoor sports.

BRYCE CANYON NATIONAL PARK is usually included with Zion and Grand Canyon National Parks in bus trips connecting with the Union Pacific at *Cedar City* (sleeper service in summer). It is a group of amphitheaters, walled in brilliant colors, partitioned by curtains, terraces and pinnacles of every shape and tint, with reds, creams, golds and pinks predominating. Roads reach the chief viewpoints on the rim, and trails lead down to the canyon floors.

CAMDEN, settled before the Revolution, has been a winter resort for generations for people who prefer the autumn-like climate of the South Carolina sand hills to the balmier seashore. The horse is king in Camden, and polo, drag hunts, steeplechases, flat races, and recreational riding on woodland trails keep many visitors outdoors in the season (December-April). There are horse shows in February and March, and the Carolina Cup race (late March) is a classic drawing crowds to the admirable Springdale course.

CANADA'S ROCKIES and Pacific coast area are a tremendous region of unsurpassed scenery, where Canadian National and Canadian Pacific trains almost always are in sight of magnificent mountains and appealing waters. *Victoria*, capital of British Columbia, charms visitors by its delightful gardens and wonderful scenic drives, and by its so-British aspect. *Vancouver* is surrounded by great natural beauty, and the wild country to the north affords fine fishing and hunting. Visitors particularly enjoy the vast national parks of the Canadian Rockies (season mid-June to mid-September), where luxurious accommodations, inviting trails and convenient bus schedules facilitate enjoyment of scenic beauty not surpassed in America. The Canadian National serves the area surrounding massive, aloof *Mt. Robson*, and the great pleasureland surrounding *Jasper*. The beauty of *Maligne Lake* and Mt. Edith Cavell are renowned, and trails lead to other sections of surpassing grandeur. Bus service connects Jasper with Lake Louise, passing the *Columbia Icefield*, where visitors may ride ice-mobiles on the surface of a moving glacier. The Canadian Pacific serves *Golden*, gateway to the scenic valley of the upper Columbia river (excellent big game country), *Glacier*, station for Canada's Glacier National Park (wonderful forests, wildflowers, and ice-capped mountains) and *Field*, center for Yoho National Park's grand scenery, with bus service for *Emerald Lake*, the *Yoho Valley* and *Takakkaw Falls*. *Lake Louise* is world-renowned for its beauty, and the radiating roads and trails reach many vantage points. Bears, small animals and birds, and deer, elk and Rocky Mountain goats are seen in numbers. *Banff* has superb scenery, too, and recreation facilities, and has become a major center for winter sports, with a winter carnival and exhilarating skiing. *Waterton Lakes* National Park adjoins the U.S. Glacier National Park and shares its wonderful scenery and opportunities to study wildlife undisturbed.

CANADIAN TRAIN SERVICE: The Canadian Pacific and Canadian National serve all parts of Canada and participate in through train services with U.S. roads. Through trains between Montreal and Halifax (C.N.) have through sleepers Montreal-Sydney and Montreal-Charlottetown (and through week-end service Metis Beach-Montreal in summer). These trains serve Campbellton, where connection is made to and from Percé and other points on the Chaleur coast of the Gaspé peninsula. Through trains between Halifax and Sydney (C.N.), serving New Glasgow. (con-

Canadian National

JASPER PARK, in the heart of the Canadian Rockies, has such superb sights as Maligne Lake

nection for Pictou) and North Sydney (steamer to and from Newfoundland). Through trains between Halifax and Yarmouth, by the south shore of Nova Scotia (C.N.), serving Liverpool; also via the Annapolis Valley (by Dominion Atlantic), serving Kentville and Digby. Through service between Halifax and St. John (C.N.), with through sleepers Boston - Halifax. Through trains between Montreal and St. John (C.P.), via Sherbrooke and Megantic, with through sleepers Montreal-St. Andrews (in summer) and Boston-St. John. Through trains Montreal-Quebec (C.N. and C.P.), Montreal-Boston (C.P. and C.N., serving Green Mountains points), Montreal-New York (C.P.-D. & H.-N.Y.C., also C.N.-Rutland-N.Y.C.) and Montreal-Washington (by C.N.-P.R.R., etc., via New York, Philadelphia and Baltimore). Steamer St. John-Digby. Through cars (C.N.) Montreal-Roberval and Chicoutimi (Lake St. John stations) via Quebec. Steamer Montreal-Quebec-Murray Bay-Saguenay River. Through trains Montreal-Ottawa and Montreal-Toronto (C. P. and C. N.). Through trains Toronto-Hamilton-London-Chicago (C.N.), with through cars Toronto-Detroit, Montreal-Chicago and Montreal-Niagara Falls. Through trains Toronto-Detroit (C.P.) with through cars Toronto-Chicago and Detroit-Montreal. Through service Toronto-New York and Toronto-Philadelphia (C.N.), also Toronto-New York, Toronto-Pittsburgh, Toronto-Boston and Toronto-Cleveland (C.P.) Through service Quebec-Senneterre and Montreal-Senneterre (C.N.). Transcontinental through trains Montreal-Vancouver and Toronto-Vancouver (C.N.), with intermediate through cars, serving Muskoka Lakes points, North Bay, Minaki, Winnipeg, Edmonton and Jasper. Transcontinental through trains Montreal-Vancouver and Toronto-Vancouver (C.P.), with intermediate through cars, serving Muskoka Lakes points, North Bay, Fort William, Kenora, Winnipeg, Regina, Calgary, Banff, Lake Louise, Field, Golden and Glacier. Through trains in summer Vancouver-Chicago (C.P.) also via Canadian Rockies stations.

CAPE COD, surrounded on all sides by water, has a delightful summer climate, and thousands of vacationers come to its villages, hotels, summer cottages, camps and beaches. Each village has old homes, frequently simple, plain structures of the so-called Cape Cod style, but occasionally the larger, more ostentatious mansion of the ship owner or sea captain. Every village has its small boat harbor, and boating, sailing and fishing have thousands of devotees.

The ocean side of the cape has high sand dunes, windswept moors, and picturesque lighthouses. There are sheltered bathing beaches, charming gardens (roses and petunias especially) and antique and curio shops. The business center of the cape is *Hyannis,* itself a resort and the station for many others reached by bus. *Woods Hole,* also a rail terminus, is the steamer port for Nantucket and Marthas Vineyard (see below). The village has an aquarium and research laboratories of marine biology and oceanography. Nobska light has a superb view of Vineyard Sound and the south shore of the cape. *Falmouth* has numerous hotels and hundreds of summer homes. *Craigville Beach* is popular with bathers. *Chatham* has a sheltered harbor for boats, a lighthouse high on a bluff, a pleasant beach, and miles of roads passing charming cottages. Nauset beach, in Eastham, is overlooked by Nauset light. Near the tip of the cape is *Truro,* where the ocean side is a high bluff, skirted at the base by the great outer beach, sheltered from the winds but pounded by the Atlantic surf. On the bluff is famous Highland light. *Provincetown,* at the end of the cape, is frequented by artists. A historical museum, an art exhibit, a yacht club, and drives around the outer dunes appeal to strangers. The Pilgrim monument commands a wide view of the cape and the Massachusetts south shore across the bay. *Dennis* has a noteworthy summer playhouse. Like *Yarmouth,* it is on the bay side of the cape, where tidal marshes stretch between quaint harbors. *Sandwich* is a gateway to the cape; like other bayside villages, it has lovely elms and attractive homes.

CARLSBAD CAVERNS NATIONAL PARK, reached by bus from Carlsbad, also from El Paso, Tex., is the world's largest known cavern, consisting of a series of immense chambers, fantastically embellished with stalactites, stalagmites and helictites of every size, shape and variety. The regular guided tour through an electrically lighted section of the cavern (only a fraction of the known extent) requires about four hours; there are shorter tours, and elevators minimize the climbing required. (Temperature all year about 56 deg.) The sunset bat flight, lasting some three hours, is a unique spectacle.

CATSKILL MOUNTAINS resorts have many hotels, camps, dude ranches and summer cottages, reached by most visitors by bus or motor from New York, *Kingston* (ferry from Rhinebeck) or *Catskill* (bus from Hudson), both Hudson river ports. *Woodstock,* favorite spot of artists and actors, *Phoenicia,* surrounded by great peaks, *Pine Hill* (ski lift, winter sports facilities, fine view in summer), *Haines Falls, Hunter* and *Stamford* have accommodations for travelers and recreation facilities; all have scenic surroundings. Most of the Catskill area, outside the villages, is a state forest preserve. The streams test the fisherman's skill (trout, bass), and the autumn foliage and spring bloom (laurel in June) add changing colors to the admirable views.

New England Council

HIGHLAND LIGHT, far out on Cape Cod, commands a wonderfully wide sweep of sea and shore

CEDAR BREAKS NATIONAL MONUMENT, visited in summer, is the nearest of the southern Utah wonderlands to Cedar City (bus tours connect with Union Pacific trains). Variations in dazzling color, changing by the hour, mark the sides of the fantastic formations and gigantic erosion-created amphitheater. There are wildflowers and birds in profusion.

CENTRAL FLORIDA RESORTS reach from Gainesville beyond Lake Wales. *Gainesville* is the seat of the University of Florida, with the state museum, large modern buildings, and a 27,000-seat stadium. *Ocala* has lake swimming and fresh water fishing. There are cattle shows in January and March. East 5 miles (bus, motor) from Ocala is *Silver Springs,* with glass-bottom boats to see the marine growths and colorful fish in the sparkling clear water. *Leesburg* is a center for hunting (deer, quail) and bass fishing (bass tournament December-March). The watermelon festival (May) is a gala occasion. Eustis, which has similar attractions, has a winter trap shoot. *Orlando* is the chief city in the lake region, with an auditorium, tracks for dog racing and harness racing, botanical gardens and facilities for the usual outdoor sports. The Central Florida Exposition is held in February. *Winer Haven* is a center for bass fishing and lake boating and bathing. There is a citrus exhibition (February), a festive occasion. The cypress gardens nearby (motor) have magnificent flower gardens (azaleas particularly) seen from boats plying winding canals. *Lakeland* has Florida Southern College, with modern functional buildings in a semi-tropical setting. Boating and fishing (bass) are popular, and sports facilities are unusually complete. *Lake Wales* has fine parks, playgrounds and facilities for sports. Mountain Lake bird and wildlife sanctuary (3 miles, motor) has the beautiful Bok Singing Tower, considered the finest carillon in America, in a setting of brilliant flowers, green lawns and forest trees.

CHARLESTON, S. C., is proud of being peculiarly Southern, distinctive in its architecture and setting, and historically outstanding. In its environs are great plantations with magnificent gardens unsurpassed in America in the profusion and brilliance of their

National Park Service

CARLSBAD CAVERNS NATIONAL PARK has myriad amazing water-woven formations

Florida East Coast

FLORIDA'S SUNNY SANDS and waving palms never fail to appeal to visitors

floral displays. The flowers are at their best between Christmas and mid-April, and most of the famous gardens encourage visitors only between December and May. (Camellias bloom December - March, azaleas March-April.) The old section of the city is compactly built at the end of a narrow peninsula between two broad rivers, the Ashley and the Cooper, and the Battery, a broad promenade at the very tip, lined with palmettos and lush flowering plants, commands a wide view across the harbor, encompassing historic Fort Moultrie and Fort Sumter and Castle Pinckney National Monument. The streets leading off the Battery are lined with old churches, pre-Revolutionary houses, some of them of mansion proportions and elegance, and high-walled gardens. Historic Charleston Foundation tours (late March, early April) permit visitors to see some of these homes and gardens, otherwise private, at height of the blooming season. Open all year are the Old Exchange (D.A.R. Museum), Heyward House (home of a Declaration signer who entertained Washington here), Dock Street Theater, Powder Magazine, Slave Market, and Huguenot and St. Philip's churches. These places are on or near Church street. On Meeting street are St. Michael's church, Gibbes art gallery, St. Mary's church, and the Joseph Manigault house. Visitors also can see the stately Miles Brewton house (headquarters of Cornwallis) on King street. The city museum has interesting collections of historic relics, and close by is a popular yacht basin. Schools include the College of Charleston and the Citadel (South Carolina Military College); near the latter are the fair grounds (stadium) and Hampton Park (zoo, sports facilities). Beaches near Charleston, on the Atlantic, include Folly Beach (12 miles south, motor) and Isle of Palms (13 miles east, bus); both have amusements, bathhouses and superb wide, long, sandy beaches (season May-November). East of the city, along the ocean, are islands and marshes forming the Cape Romain National Wildlife Refuge (30 miles, motor) a haven for wild turkey, ducks, herons, egrets, cranes, and small animals. Nearby is Hampton plantation, with a Georgian mansion over two centuries old and gardens noted for camellias (47 miles, motor). Bus tours in the garden season take in the principal gardens where visitors are welcomed. These include *Magnolia* gardens on the Ashley river, world famous for camellias, azaleas, wistaria, roses; *Middleton* gardens, equally splendid and over two centuries old; *Mateeba* gardens less formal, noted for dogwood and azaleas; and *Cypress* gardens, where the luxuriant bloom, shaded by huge cypress trees, is best seen by boat. There are other gardens too, also lovely if less renowned.

CHARLOTTESVILLE is the seat of the University of Virginia. The white-trimmed, red brick older buildings, in classic style designed by Jefferson, have set the pattern for newer structures to achieve a harmonious group as much admired by architects as by unprofessional visitors. There is a 25,000-seat stadium. Near the city (motor) is Jefferson's mountain-top home, *Monticello*, a national shrine; beyond is *Ash Lawn*, home of President Monroe, with magnificent box hedges. In the vicinity are other fine southern homes over a century old, some of which visitors may see during the annual Garden Week (late April).

Chesapeake & Ohio

MONTICELLO, home of Thomas Jefferson, is near Charlottesville

CHEBOYGAN, a commercial fishing center, is a Michigan resort and a winter sports center (skating rink, skiing, tobogganing). Deer hunters and bass and muskellunge fishermen flock here in season.

CHICAGO, the nation's greatest railroad center, is the major interchange point for travelers between the East and West, the Northwest and the South. Its important buildings, institutions and parks are of great interest. The Loop, or main downtown business section, is adjoined by a landscaped park stretching to Lake Michigan. Here are such buildings as the Public Library, Art Institute (paintings, prints, all the fine arts), Museum of Natural History (one of the world's finest), a great fountain, the aquarium (unsurpassed collections and arrangement), the planetarium, and Soldier Field, the great 105,000-seat stadium. The Tribune tower, across the Chicago river, has an observatory that looks over the whole sprawling city and its suburbs, and miles across Lake Michigan. On the north side, which is the fashionable residential section, is Lincoln Park, stretching along the lake; here are bathing beaches, yacht harbors, facilities for outdoor sports, a zoo, conservatory (seasonal flower shows), the Academy of Sciences (a museum of natural history), and the Museum of the Chicago Historical Society. In this sector are Loyola and DePaul Universities. Farther north is *Evanston*, a residential suburb, seat of Northwestern University, with an imposing institute of technology and a 54,000-seat football stadium. Beyond Evanston are *Wilmette*, with the unusual Baha'i Temple; *Ravinia Park*, with a noted summer opera and music festival; *Fort Sheridan*, a large Army post; *Lake Forest*, seat of Lake Forest College; and *Great Lakes Naval Station*, the largest installation of its kind. All of these suburbs are reached by Northwestern suburban trains and Chicago North Shore & Milwaukee electric trains. South of Chicago's Loop and monumental lakefront buildings are Jackson Park (Japanese Gardens, museum of science and industry, lagoons, yacht harbors, recreation grounds) and the great quadrangles of the University of Chicago, with a fine Gothic chapel, carillon, and Oriental Institute with exceptional collections, illustrating the cultures and arts of the ancient civilizations

of Egypt, Assyria and the Near East. Illinois Institute of Technology also is on the city's south side. Among residential suburbs west of Chicago is *Wheaton*, seat of Wheaton College. Beyond the city limits, in *Homewood*, a southern suburb, is Washington Park race track. Other tracks for thoroughbred racing are Arlington Park, at *Arlington Heights*, a northwest suburb, and Hawthorne, in *Cicero*, adjoining the city on the southwest. Chicago has National League and American League baseball and professional football and hockey.

TRAIN SERVICE: Chicago has through trains or through cars from points in every state except five in New England, and also from important Canadian points, as is outlined in detail in articles dealing with the different areas. Summarized in brief, Chicago has service (initiating line) from:

Boston, Worcester, Springfield and Pittsfield by New York Central.
New York by New York Central, Erie, Lackawanna-Nickel Plate, Baltimore & Ohio, and Pennsylvania.
Poughkeepsie, Albany, Syracuse, Rochester and Niagara Falls by New York Central.
Buffalo, Erie and Cleveland by New York Central and Nickel Plate.
Trenton, Lancaster and Harrisburg by Pennsylvania.
Philadelphia, Baltimore, Washington and Pittsburgh by Pennsylvania and Baltimore & Ohio.
Wilmington, Del., by Baltimore & Ohio (also by Pennsylvania by connection at Philadelphia).
Pocono Mountains resorts and Delaware Water Gap by Lackawanna-Nickel Plate.
Newport News, Williamsburg, Richmond, Charlottesville, Hot Springs, Va. (bus to Covington), White Sulphur Springs, Charleston, W. Va., and Huntington, by Chesapeake & Ohio.
Norfolk by Norfolk & Western and Chesapeake & Ohio (bus to Newport News).
Lynchburg, Roanoke and Christiansburg by Norfolk & Western.
Raleigh, Durham, Greensboro, Winston-Salem, Asheville, Charleston, S. C., Columbia and Lexington, Ky., by the Southern.
Atlanta by the Southern, the Louisville & Nashville and the Nashville, Chattanooga & St. Louis.
Macon by the Southern and Central of Georgia.
Jacksonville by the Atlantic Coast Line and Southern.
Miami, Hollywood, Fort Lauderdale, Boca Raton, Delray Beach, Lake Worth and West Palm Beach, by the Florida East Coast and Seaboard Air Line.
Fort Myers, Sarasota, Bradenton, Tampa, St. Petersburg, Clearwater and Ocala by the Seaboard Air Line and Atlantic Coast Line.
Orlando, Lakeland, Gainesville and Thomasville by the Atlantic Coast Line.
St. Augustine, Titusville, Fort Pierce and Daytona Beach by the Florida East Coast.
Mobile, Montgomery, Nashville and Mississippi Gulf Coast resorts by the Louisville & Nashville.
Jackson, Miss., Memphis, Carbondale, Champaign, Rockford and Waterloo by the Illinois Central.
New Orleans by the Illinois Central and Louisville & Nashville.
Chattanooga by the Nashville, Chattanooga & St. Louis and Southern.
Knoxville by the Louisville & Nashville and Southern.
Sandusky and Toledo by New York Central
Columbus and Cincinnati by New York Central and Pennsylvania.
Akron and Youngstown by Erie and Baltimore & Ohio.
Dayton, Springfield (Ohio) and Alliance by Pennsylvania.
Louisville and Indianapolis by Monon, Pennsylvania and New York Central.
Evansville, Vincennes and Terre Haute by Chicago & Eastern Illinois.
Detroit, Battle Creek and Lansing by New York Central and Grand Trunk Western.
Ann Arbor, Bay City and Michigan City by New York Central.
Mackinaw City, Petoskey and Traverse City by Pennsylvania (summer).
Flint and Pontiac by Grand Trunk Western.
Grand Rapids and St. Joseph by Chesapeake & Ohio.
South Bend by Grand Trunk Western, New York Central, and Chicago South Shore & South Bend.
Greencastle, Bloomington (Ind.) and Orleans (bus for French Lick) by the Monon.
Lafayette by the Monon and New York Central.
Fort Wayne by the Pennsylvania and Nickel Plate.
Lima by the Erie and Pennsylvania.
Decatur by the Wabash.
Springfield (Ill.) by the Gulf, Mobile & Ohio and Illinois Central.
St. Louis by the Gulf, Mobile & Ohio, Illinois Central and Wabash.
Bloomington (Ill.) by the Gulf, Mobile & Ohio.
Milwaukee, Madison, Woodruff-Minocqua, Green Bay and Rapid City by the North Western and the Milwaukee.
Sault Ste Marie by the Soo.
Duluth and Ashland by the Soo and North Western.
Houghton-Hancock by the Duluth, South Shore & Atlantic.
Ishpeming, Rochester, Rhinelander, Beloit, Mankato, Brookings, Pierre, Cedar Rapids and Ames, by the North Western.
St. Paul-Minneapolis by the Burlington, North Western, Soo and Milwaukee.
Peoria, Des Moines, Iowa City and Colorado Springs by the Rock Island.
Omaha by the North Western, Burlington, Rock Island and Milwaukee.
Lincoln by the Burlington and Rock Island.
Sioux City by the Milwaukee, North Western and Illinois Central.
Kansas City by the Santa Fe, Burlington, Rock Island and Milwaukee.
Topeka, Wichita and Hutchinson by the Santa Fe and Rock Island.
Oklahoma City and Tulsa by the Santa Fe and Frisco.
Little Rock and Hot Springs, Ark., by the Rock Island and Missouri Pacific.
Houston, Galveston, Fort Worth, Dallas, Carlsbad, Lamy (bus for Santa Fe), Albuquerque, Grand Cranyon, Flagstaff, Bakersfield, Fresno and Merced by the Santa Fe.
El Paso, Tucson, Palm Springs, Alamogordo and Reno by the Southern Pacific.
Phoenix and Berkeley by the Santa Fe and Southern Pacific.
Los Angeles by the Southern Pacific, Union Pacific and Santa Fe.
Las Vegas, Cedar City (summer), Cheyenne, Laramie, Ogden, Pocatello, West Yellowstone (summer), Shoshone (bus for Sun Valley) Boise and Pocatello, by the Union Pacific.
San Francisco (Oakland) by the Southern Pacific, Santa Fe and Western Pacific.
Sacramento by the Southern Pacific and Western Pacific.
Salt Lake City by the Union Pacific and D. & R. G. W.
Denver by the Burlington, Union Pacific and Rock Island.
Glenwood Springs and Grand Junction by the D. & R. G. W.
Portland (Ore.) by the Union Pacific and Spokane, Portland & Seattle.
Seattle and Spokane by the Great Northern, Milwaukee and Northern Pacific.
Tacoma and Three Forks (Yellowstone National Park in summer) by the Milwaukee.
Missoula by the Milwaukee and Northern Pacific.
Glacier Park and Grand Forks by the Great Northern.
Cody (Yellowstone National Park in summer) by the Burlington.
Livingston and Billings (both Yellowstone National Park by bus, in summer) by Northern Pacific.
Fargo by the Northern Pacific and Great Northern.
Vancouver, Field, Lake Louise, Banff, Glacier and Calgary (in summer) by the Canadian Pacific.
Toronto by the Canadian National and Canadian Pacific.
Montreal and Hamilton by the Canadian National.

Other than Chicago, train service in Illinois includes:

By the Illinois Central, between St. Louis and Carbondale and between both Champaign and Carbondale and Memphis and New Orleans and Birmingham and Florida resorts.

By the Illinois Terminal, between Peoria, Springfield and St. Louis, Champaign, Decatur and Springfield.

By the Wabash, St. Louis-Detroit via Decatur and Lafayette, with through cars to and from Toledo.

Bus connections Rockford-Beloit; Peoria-Rock Island-Davenport; Peoria-Decatur; Peoria-Bloomington-Champaign.

COLORADO SPRINGS is a residential city and health resort at the base of Pikes Peak. In the city are a famous art pottery, a museum of pioneer relics, and a fine arts center (theater, museum and art gallery) affiliated with Colorado College. An annual rodeo and football and other games are held in a 10,000-seat stadium. The Union Printers Home has a beautifully landscaped scenic location. Sightseeing facilities are well organized, with buses to many points nearby. *Broadmoor* is a year-round resort, offering varied outdoor sports in magnificent surroundings; there is a fine zoo; nearby on the mountain slope is a Will Rogers Shrine of the

National Park Service

CLIFF DWELLERS' HOMES, like these in Mesa Verde National Park, have been preserved for centuries in the arid Southwest

Sun, with chimes and souvenirs he collected. The *Cheyenne Canyons* have waterfalls (Seven Falls) and colorful rock formations. The *Garden of the Gods*, with spires, domes, pyramids, columns and every variety of rock formation, is the scene of an Easter sunrise service. Just beyond is *Manitou Springs*, with a group of mineral springs with varied properties. At Manitou Springs roads diverge to several points of interest. Cave of the Winds, reached by a scenic drive, has exceptional colors and striking formations. Gold Camp road follows the very scenic roadbed of the abandoned Cripple Creek Short Line railroad to Cripple Creek, a historic mining town now almost deserted. The Mt. Manitou scenic incline is a cable railroad to a summit commanding a wide view. Also in Manitou Springs is the base station of the Manitou & Pikes Peak cog railroad, which in summer conveys travelers to the summit of that renowned and mighty mountain, elevation 14,110 ft. Beyond Manitou Springs the Pikes Peak toll highway begins (motor from Colorado Springs, 30 miles to summit); this trip affords great views (summer only). An automobile race to the summit (Labor Day) attracts throngs. Part way up the slope is Glen Cove, a winter sports center with toboggan and ski runs (tows).

COLORADO RAILROADS' THROUGH TRAIN SERVICE: Burlington-Denver & Rio Grande Western-Western Pacific through Chicago-San Francisco (Oakland) trains via Omaha, Lincoln, Salt Lake City and Sacramento serve Denver, Glenwood Springs and Grand Junction, with through sleeper from New York (on alternate days by Pennsylvania via Philadelphia and by New York Central via Albany, Syracuse and Toledo). Other D. & R. G. W. Denver-Salt Lake City trains serve Colorado Springs, Pueblo, Glenwood Springs and Grand Junction, with through cars Denver-Alamosa. Burlington lines (Colorado & Southern) trains run between Denver and Billings via Cheyenne, serving Boulder and Fort Collins, with connection from Cody (bus connection in summer from Yellowstone National Park) and connection at Billings from Glacier National Park (in summer). Burlington lines Denver-Dallas through trains via Fort Worth serve Pueblo and Colorado Springs.

The Union Pacific has through trains Cheyenne-St. Louis (by Wabash) via Kansas City, Lawrence, Topeka and Manhattan, with through service from Los Angeles via Las Vegas, Salt Lake City, Ogden and Laramie; through service from San Francisco (Oakland) by Southern Pacific via Sacramento and Reno; and through service from Seattle via Portland and Boise (on-train transfer from Spokane and, in summer, West Yellowstone). There are North Western-Union Pacific through trains Chicago-Denver via Omaha.

Rock Island through trains between Chicago and Colorado, via Davenport, Des Moines, Omaha and Lincoln, have through cars to and from both Denver and Colorado Springs.

Missouri Pacific St. Louis-Denver through trains via Kansas City serve Pueblo and Colorado Springs, with through Denver-Wichita sleeper.

The Santa Fe has through service between Kansas City and Denver, and between Denver and Los Angeles and Denver and Phoenix, both via Lamy (bus for Santa Fe), Albuquerque and Flagstaff, all serving Colorado Springs and Pueblo.

Bus connections Glenwood Springs-Aspen; Denver-Boulder; Denver-Fort Collins; Pueblo-Alamosa; Denver-Durango; Durango-Mesa Verde National Park; Durango - Albuquerque; and Grand Junction-Durango.

Corpus Christi Chamber of Commerce

CORPUS CHRISTI has lots of safe anchorage for fishermen and yachtsmen and a mild winter climate for vacationers

CORPUS CHRISTI, headquarters of a Naval Air Station, is a year-around seaside resort, with a curving shore lined with bathhouses, restaurants, tourist lodgings and hotels, amusements and piers. Duck hunting and fishing (surf and deep sea) are highly regarded. Buccaneer Days (early June) attract visitors.

CRATER LAKE (a national park), intensely blue and very deep, is six miles across. A 35-mile drive (bus or motor around the lake takes in the principal viewpoints and remarkable formations. In the park there are 200 species of wildflowers, many fine stands of evergreens, and a great variety of birds and small animals, as well as some bears and deer. The park museum has a wildflower garden and geological exhibit. Rim Village, with the principal accommodations, has bus service in summer from Southern Pacific stations at Medford, Grants Pass and Klamath Falls. Winter sports enthusiasts come to the park for skiing.

DEATH VALLEY NATIONAL MONUMENT is an isolated 2,981-sq. mi.

National Park Service

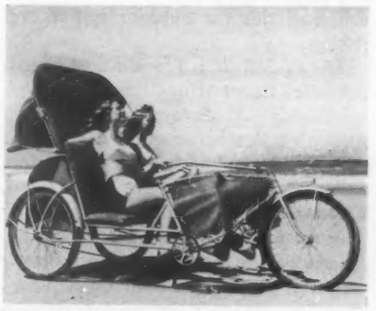
CRATER LAKE NATIONAL Park attracts many vacationers to the high mountains of Oregon

section, with brilliantly colorful desert and mountain scenery, distinctive flora and geological formations, and a warm, sunny, equable and very dry winter climate. The heart of the area is a narrow valley, some 130 miles long, much of which is below sea level. Summer temperatures on the valley floor may exceed 125 deg., hence the season for travel is November to May. The principal gateway is Las Vegas, Nev., whence all-expense motor tours reach such places as Furnace Creek Ranch, Death Valley Scotty's "castle," and Dante's View, a mountain lookout where one can see both the lowest and the highest points in the U. S.

DENVER, magnificently situated at the edge of the great plains and the base of the Rocky Mountains, is the state capital. The best views of the snow-capped Front Range of the Rockies are from observatories in the downtown Daniels & Fisher tower, in Cheesman Park, and in the dome of the Capitol. Other public buildings in landscaped grounds near the Capitol include the U. S. Mint; the State Museum, which has collections in history and ethnology, especially of Pueblo Indians; and the City-County Building, which has a tower with chimes and a museum of paintings, ceramics and other fine arts. City Park has a zoo, gardens and lakes, some remarkable fountains, and a museum of natural history. Washington Park has noteworthy gardens and Lakeside Park has amusements. The University of Denver has some handsome buildings. The stockyards has a Coliseum, scene of the important Western Stock Show (January). Military posts include Fort Logan and Lowry Field air technical school. Denver is the chief gateway to the vast Rocky Mountain resort area of Colorado, with its summer and winter playgrounds. Sightseeing buses or automobiles reach fine scenery and recreation points in the widespread *Denver Mountain Parks*. Very popular is a loop trip via *Golden*, home of Colorado School of Mines, and up hairpin curves to *Lookout Mountain* (spectacular view), with the grave of Buffalo Bill and relics of his time; the road follows the mountain crest through a game preserve (buffalo, elk, deer), continuing via Genesee Park and *Central City* (a mining camp of the Sixties, now a "ghost town," with a restored opera house, scene of an annual drama and music festival in July). From *Idaho Springs*, a mining town with mineral springs and baths, the road climbs to *Echo Lake*, which has campgrounds and recreational facilities. A side trip from Echo Lake is the 14-mile climb (summer only) to the top of Mount Evans (elevation 14,260 ft.), the highest U. S. automobile road. From Echo Lake the loop trip returns to Denver through Bergen Park and *Evergreen*, with a lakeside recreation center (boating, fishing, skating). Bear Creek canyon then leads into Park of the Red Rocks (natural amphitheater; Easter sunrise service and summer concerts), with Denver beyond. *Boulder* (bus or Colorado & Southern train) is the seat of the University of Colorado, with a popular summer school and summer chautauqua and a crowd-drawing rodeo (late July). Winter sports areas near Denver, especially for skiing (tows), are Berthoud Pass (bus or motor) and Winter Park (bus, motor, or Denver & Rio Grande Western trains).

DYERSBURG, Tenn., a farm market town (cotton carnival in May), is the gateway to *Reelfoot Lake* (25 miles, bus), a feeding stop on the great wildfowl migratory route, and one of the Mississippi valley's favorite hunting and fishing areas (duck, small game, bass, catfish).

EAST COAST RESORTS between St. Augustine and Miami include Daytona Beach, New Smyrna Beach, Titusville, Cocoa, Melbourne, Vero Beach, Fort Pierce, Stuart, West Palm Beach, Palm Beach, Lake Worth, Delray Beach, Boca Raton, Fort Lauderdale, Dania and Hollywood. All have sports facilities, salt water fishing, boating, and wonderful ocean beaches, either in their limits or conveniently close. *Daytona Beach* and adjacent Ormond have fine winter homes, a boardwalk, fishing pier and amusement center.



Florida East Coast

DAYTONA BEACH has many attractions besides its great reaches of sand and surf

Vero Beach has the McKee Jungle Gardens, with orchids and other colorful and rare plants growing wild. *West Palm Beach, Palm Beach* and *Lake Worth*, adjacent communities, are popular winter resorts, and Palm Beach has a clientele of leaders in society and the arts, accommodated in great hotels and luxurious homes. The estates, parks and drives have magnificent palms, oleanders, hibiscus, bougainvillea and other showy plants. Yachting and boat racing are enthusiastically pursued, and there are facilities for the usual outdoor sports. There is a sailfish derby (January-February) for deep sea fishermen. *Boca Raton* has a large and fashionable hotel and beach club. *Fort Lauderdale* has miles of canals to accommodate boat owners, and there are regattas and fishing tournaments

Florida East Coast

EVERGLADES NATIONAL PARK has immense stretches of semi-tropical savannas and bayou-threaded swampland

(sailfish rodeo, December-April). This city is particularly favored by yachtsmen in the winter season. Hollywood has large hotels, a boardwalk, casino, and facilities for outdoor sports and fishing.

TRAIN SERVICE: Florida East Coast-Atlantic Coast Line-Richmond Fredericksburg & Potomac-Pennsylvania through trains between New York and Miami, via Philadelphia, Wilmington, Baltimore, Washington, Richmond, Charleston, Savannah and Nahunta (bus for Brunswick), serve Jacksonville, St. Augustine and East Coast resorts between Daytona Beach and Miami. Through sleepers in winter Boston-Miami (by New Haven to New York via Providence, New London and New Haven). P.R.R.-R.F. & P.-A.C.L. through trains between New York and Jacksonville, via Philadelphia, Wilmington, Baltimore, Washington, Richmond, Charleston, Savannah and Nahunta, provide through service between northern points and Sarasota, serving Orlando, Lakeland, Tampa and Bradenton; between northern points and St. Petersburg, serving Gainesville, Ocala, Leesburg, Tarpon Springs, Dunedin and Clearwater; and between northern points and Fort Myers, serving Punta Gorda.

Atlantic Coast Line-Florida East Coast through trains between Chicago and Miami (serving St. Augustine and East Coast resorts) take diverse routes: (1) by the Illinois Central, via Champaign, Carbondale, Birmingham and Jacksonville, with through cars St. Louis-Miami, and through cars in winter Chicago-St. Petersburg (serving Tarpon Springs and Clearwater) and Chicago-Sarasota (serving Tampa and Bradenton); (2) by Chicago & Eastern Illinois-Louisville & Nashville-Nashville, Chattanooga & St. Louis-Central of Georgia, via Terre Haute, Vincennes, Evansville, Nashville, Chattanooga, Atlanta, Macon and Jacksonville; (3) by Pennsylvania-Louisville & Nashville, via Indianapolis, Louisville, Nashville, Birmingham and Thomasville; and (4) by Pennsylvania-L. & N.-N.C. & St. L.-C. of Ga. via Louisville, Nashville and Atlanta (service between Chicago and Jacksonville, connecting for Florida East Coast points). A.C.L.-C. of Ga.-L. & N.-P.R.R. service between Chicago and West Coast resorts, with through sleepers Detroit-St. Petersburg (by Baltimore & Ohio) is via Cincinnati, Knoxville, Atlanta and Macon, serving Tarpon Springs, Clearwater and St. Petersburg and Tampa, Bradenton and Sarasota.

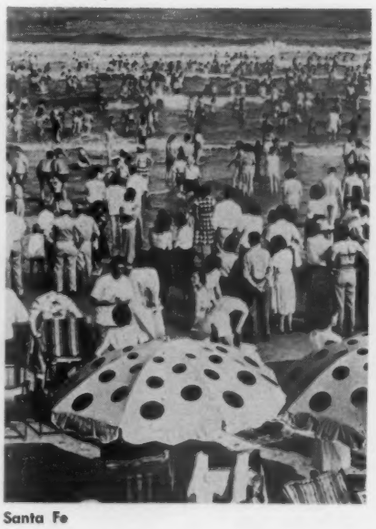
Seaboard Air Line-R.F. & P.-P.R.R. through trains between New York and Miami, via Philadelphia, Wilmington, Baltimore, Washington, Richmond, Raleigh, Southern Pines, Camden, Columbia, Savannah, Thalman (bus for Brunswick) and Jacksonville, with through sleepers in winter Boston-Miami (by New Haven via Providence, New London and New Haven), serve Ocala, Winter Haven, Lake Wales, West Palm Beach, Lake Worth, Delray Beach, Deerfield Beach (motor for Boca Raton), Fort Lauderdale and Hollywood. S.A.L.-R.F. & P.-P.R.R. through service between northern points and West Coast resorts serves Tampa, Clearwater and St. Petersburg, with through sleepers New York-Venice, serving Bradenton and Sarasota; New York-Boca Grande in winter; and Cleveland-Tampa (by New York Central-Southern, via Columbus, Dayton, Cincinnati, Lexington, Chattanooga, Atlanta and Macon). S.A.L.-L. & N. through service New Orleans-Jacksonville, via Mississippi Gulf Coast resorts and Mobile, serving Pensacola and Tallahassee. Through S.A.L. night service Tampa-Miami. L.&N. through sleeper three days weekly Pensacola-Birmingham.

Florida East Coast-Southern-New York Central through service in winter between Detroit and Miami, via Cincinnati, Lexington, Chattanooga, Atlanta, Macon and Jacksonville, with through sleepers Chicago-Miami and Buffalo-Miami, serving East Coast resorts between Daytona Beach and Miami.

The Frisco has through service between Pensacola and Memphis. Frisco-Southern through trains between Kansas City and Jacksonville, via Memphis, Tupelo, Birmingham and Atlanta, with sleeper Kansas City-Miami (by Florida East Coast, serving St. Augustine and East Coast resorts).

The Southern has through trains between Asheville and Jacksonville, via Columbia, with Charlotte-Jacksonville sleeper.

Bus connections Ocala - Silver Springs; Miami-Key West; St. Petersburg-Tampa; Tampa-Lakeland-Winter Haven-Lake Wales; Ocala-Leesburg-Eustis-Orlando; Orlando-Titusville; St. Petersburg-Pass-a-Grille; Tampa-Tarpon Springs; Clearwater - Tarpon Springs; Clearwater-St. Petersburg; Tampa - Bradenton - Sarasota - Venice-Punta Gorda-Fort Meyers; Fort Myers-Naples-Miami; Fort Myers-West Palm Beach; Mobile-Pensacola; Pensacola-Montgomery.



Santa Fe

GALVESTON has a wide sloping beach enjoyed by inlanders

FRENCH LICK, Ind., all-year health resort and recreation center, has mineral springs and facilities for the usual outdoor sports.

GALVESTON, a busy commercial and fishing port on an island, has one of the finest beaches in America, running 30 miles along the Gulf of Mexico, with the usual seaside amusements, hotels, restaurants, and a pier for yachting, fishing, water sports, and recreation. There are deep sea fishing "rodeos" in summer, an oleander festival in the spring, and a popular Mardi Gras carnival. Streets are lined with bougainvillea, hibiscus, oleanders and other semitropical blooms in great profusion.

GLACIER NATIONAL PARK has a million acres of magnificent alpine scenery, blue-green lakes, precipitous mountains, glaciers, cascades, dense evergreen forests, myriad wildflowers. The season is May-October. Accessible by the Great Northern main line, the park is conveniently seen by buses, connecting with trains and operated on scheduled one-, two- and three-day tours, but its vast size and manifold attractions justify longer stays to enjoy boating, hiking, fishing, horseback trails and Indian ceremonies. National Park Service naturalists conduct tours to the accessible glaciers, for which the park area has no equal in the U. S. Adjoining Glacier Park on the north is *Waterton Lakes National Park*, in Alberta, with comparable scenery and accommodations, which is usually included in the three-day tours. All tours include the remarkable Going-to-the-Sun highway, which connects the east and west sides of Glacier Park, crossing the continental divide; it affords superb views and opportunities to see big game (mountain goats, mountain sheep, bear, deer, bobcats, elk and moose) and gorgeous wildflower gardens (best in

National Park Service

GLACIER NATIONAL PARK, in the Montana Rockies, provides superb lake, mountain and wilderness scenery in great variety

July). Waterton Lake, Swiftcurrent Lake, St. Mary Lake and Two Medicine Lake, all in scenic surroundings, have visitors' accommodations; they are centers for trail trips, boat rides, fishing excursions, and other recreation.

GLENWOOD SPRINGS, a year-round Colorado resort, has hot mineral springs and a large outdoor warm plunge. Hunting and fishing are excellent in the nearby White River National Forest, where there are scenic drives, lakes and waterfalls. Visitors enjoy winter sports.

GRAND CANYON NATIONAL PARK includes one of the world's outstanding natural wonders, the mile-deep, 12-mile wide canyon of the Colorado river, unmatched for its immensity and its range of warm glowing colors. The south rim varies from pine forest to semidesert; the north rim is wooded with evergreens and aspen, where deer, birds and small game congregate; the bottom of the canyon (mule trail) is almost tropical in climate, though vegetation is sparse. Accommodations at Grand Canyon village on the south rim (Santa Fe trains, bus, motor) and Grand Canyon Lodge on the north rim (motor, bus in conjunction with Union Pacific trains via Zion National Park). North rim sightseeing buses reach various viewpoints, including Point Imperial, highest spot on either rim. South rim bus trips reach a group of spectacular observation points. A ranger station has a museum; there are guided trips for nature study and evening campfire lectures. At Grand Canyon village is a Hopi adobe where Indian handiwork is sold.

GREAT SMOKY MOUNTAINS NATIONAL PARK is entered either from the North Carolina (see Asheville) or Tennessee sides. The most visited of the national parks includes ranges of wooded, blue haze-veiled high mountains over 5,000 feet in elevation, cascades, cool streams and hidden valleys. In spring the floral display includes wildflowers (March-April), dogwood (April), mountain laurel (May, June), flame azalea and purple rhododendron (June) and the white rhododendron (July). In the fall the turning hardwood foliage carpets the mountainsides in brilliant colors. Trout fishing is good. Bears and other animals (all protected) are frequently seen. The park is threaded by hundreds of miles of trails for horseback riders and hikers, including a section of the Maine-Georgia Appalachian trail following the main range crest. Knoxville-Asheville buses cross the park on regular schedule by the Newfound Gap highway connecting Gatlinburg, Tenn., and Cherokee, N. C., a delightfully scenic ride. From Newfound Gap a park road follows the divide south 6 miles to Clingmans Dome, a bald summit commanding an immenseiy broad view of mountains and valleys.

GREEN MOUNTAINS ranges stretch the length of Vermont from border to border, making practically the whole state a summer resort. *Newport*, on long, beautiful Lake Memphremagog, is a gateway to Canada. The lake is noted for fishing (bass, lake trout, salmon). *Lake Willoughby*, picturesquely tucked between two mountain peaks, has many cottages. *Waterbury* is a gateway to the nor-

National Park Service

GRAND CANYON is unequalled for tremendous distances and sublime, ever-changing coloring

Southern Railway

GREAT SMOKY MOUNTAINS NATIONAL PARK has massive forested ranges and sheltered vales

thern Green Mountains. *Stowe*, at the base of Mt. Mansfield, has snow from November through April, and facilities for skiing (lifts, tows, jumps) and other winter sports are elaborate and well patronized. A road leads to the summit of *Mt. Mansfield*, highest point in Vermont (superb view). In the surrounding state forest preserve skiers find the terrain to their liking. *Burlington* looks across Lake Champlain to New York's tumbled Adirondack peaks. There are facilities for swimming, boating and outdoor sports, and the long, cold winters favor skating, skiing and other winter sports. The hilly campus of the University of Vermont commands lovely views. *Montpelier* is the state capital. *Northfield*, seat of Norwich University, has a winter carnival, but continues to cater to summer visitors, too. *Middlebury* is both a summer and winter resort. Middlebury College has a winter carnival, a renowned summer foreign languages school and, at Bread Loaf Mountain (12 miles east), a highly rated writers conference and summer school in English. Chipman hill, near Middlebury, has ski jump, ski slopes and slalom courses (tow). *Lake Dunmore* provides swimming, fishing and boating. Fishing is popular, too, at *Lake Bomoseen* (bass, perch, pike); there are many summer homes on the lake and nearby. *Rutland*, a trading center and mill town, is the gateway to the Green Mountains National Forest and to the Pico ski area (9 miles, bus). *Woodstock* has many summer visitors, and its winter sports facilities attract expert skiers (jump, tows). *White River Junction* is the gateway to resorts in the Connecticut valley in both Vermont and New Hampshire. Scenic *Windsor*, on the Connecticut, is at the base of Mt. Ascutney; there is a road to the summit, and the view of valleys and mountain ranges is superb. *Brattleboro*, on the Connecticut, has championship skiing facilities (jump); Hogback Mountain slopes, with lift, (12 miles west). *Manchester* is a fashionable summer resort in delightfully scenic surroundings, and its winter sports facilities (tow, slopes, slalom courses) are among the best. Mt. Equinox, overlooking the town, is climbed by an automobile road; the view is wonderful. *Bennington*, and adjoining North Bennington, seat of Bennington College, are historic towns in a scenic setting near the southern end of the Green Mountains. There is a fine white New England church, and the 300-foot battle monument overlooks delightful country, particularly beautiful in autumn.

GULF OF MEXICO SHORE RESORTS TRAIN SERVICE: Illinois, Central-through trains between Chicago and New Orleans, via Champaign, Carbondale, Memphis, Jackson, Brookhaven and Hammond, with through cars St. Louis-New Orleans. Bus connection Hammond-Baton Rouge.

Kansas City Southern through trains between Kansas City and New Orleans via Joplin, Siloan Springs, Shreveport and Baton Rouge. Bus connection Baton Rouge-Natchez.

Louisville & Nashville-Western of Alabama-Atlanta & West Point-Southern-Pennsylvania through trains between New York and New Orleans, via Philadelphia, Wilmington, Baltimore, Washington, Charlottesville, Lynchburg, Greensboro, Charlotte, Greenville, Atlanta, Auburn, Montgomery, Mobile and Mississippi Gulf Coast resorts. L. & N. through trains between Cincinnati and New Orleans, via Louisville, Cave City, Nashville, Birmingham, Montgomery, Mobile and Mississippi Gulf Coast resorts, with through cars Chicago-New Orleans (by C.&E.I. via Terre Haute, Vincennes and Evansville) and Pittsburgh-New Orleans (by Pennsylvania). L.&N.-Seaboard Air Line through trains between Jacksonville and New Orleans, via Tallahassee, Pensacola, Mobile and Mississippi Gulf Coast.

Southern-Norfolk & Western-Pennsylvania through trains between New York and New Orleans via Philadelphia, Wilmington, Baltimore, Washington, Knoxville, Chattanooga, Birmingham and Tuscaloosa.

Texas & Pacific through trains between Fort Worth and New Orleans, via Shreveport and Dallas, with sleepers New Orleans-Little Rock (by Missouri Pacific).

Missouri Pacific lines through trains between Houston and New Orleans, via Baton Rouge, with through sleeper San Francisco (Oakland)- New Orleans (by Santa Fe, via Berkeley, Stockton, Merced, Fresno, Bakersfield, Belen (bus for Albuquerque) and Lubbock).

Southern Pacific lines through trains between Los Angeles and New Orleans, via Palm Springs, Phoenix, Tucson, El Paso, Marathon, San Antonio and Houston, with sleepers Galveston-New Orleans. Local trains Houston-Shreveport.

Bus connections New Orleans-Baton Rouge; Baton Rouge-Natchez; Baton Rouge-Hammond.

HANOVER, on the Connecticut River, is the seat of Dartmouth College; fine buildings include the historic Row, facing the green, the great Baker library (colonial brick, with Orozco murals), school of business administration, and new residence halls. The Dartmouth Outing Club maintains winter sports facilities, especially for skiing (tows) and sponsors a famous winter carnival (February). North of Hanover, in Vermont, are *Lake Fairlee* and *Lake Morey*, both popular with summer vacationers (motor, 20 miles).

HOT SPRINGS, Ark. (Hot Springs National Park), is a leading all-year health resort, with large hotels, elaborate bathhouses and shops and amusements for tourists, tucked in ravines between Ouachita Mountain ridges. There are 47 hot mineral springs, and the use of the waters is carefully supervised. The national park has miles of well-kept trails in the wooded hills. Fishing is good in the back country and in Lake Catherine (7 miles, motor). Fast horses compete for the stakes at Oak Lawn track. The Ouachita National Forest, north and west of Hot Springs, has accessible recreation grounds.

HOT SPRINGS, Va., a magnificently situated health and pleasure resort, is in a high valley between Allegheny Mountain ridges, with facilities for

Chicago, Rock Island & Pacific

HOT SPRINGS, in Arkansas, is a health resort, but vigorous people find plenty to do and delightful facilities for relaxation

National Park Service

LASSEN VOLCANIC NATIONAL PARK is an immense wildlife shelter in northern California, with wonderful mountain scenery

National Park Service

KINGS CANYON NATIONAL PARK has the biggest living thing

outdoor sports and miles of trails and woodland roads.

ITHACA, N. Y., has a scenic situation overlooking Cayuga lake. Cornell University campus is exceptionally beautiful, "high above Cayuga's waters." Noteworthy among the buildings are the library (clock tower), law school, student union, and the Collegiate Gothic dormitories and war memorial. The football stadium seats 32,000. The campus is bisected by a deep gorge through which a lively stream leaps and cascades down to the lake. Boating, bathing and fishing are enjoyed on the lake. North 8 miles (motor) is *Taughannock Falls* State Park, with a bathing beach, boat livery and sports facilities, and a walk along a deep glen to the falls, a 215-foot vertical drop. On the edge of Ithaca is Buttermilk Falls State Park, where a creek drops hundreds of feet in a series of falls and cascades. Robert H. Treman State Park (5 miles, motor) has a scenic gorge through which a stream tumbles for miles in a dozen cascades and rapids; bathing and hiking are enjoyed. *Watkins Glen* (28 miles, motor) is a state reservation where a creek drops precipitately through a deep ravine, creating remarkable rock formations and dozens of waterfalls, pools and rapids. Watkins Glen is on Seneca lake, with boating, bathing and other water sports. *Montour Falls* (2 miles south of Watkins Glen) has a 156-foot waterfall; fishermen seek rainbow trout in neighborhood streams.

KENNEBUNKPORT, Me., is a resort beloved by artists and writers, especially for its rocky shores, warped wharves, and charming houses. *Ogunquit*, 10 miles south (bus), also has an art colony. There is a sandy bathing beach and a long stretch of scenic rocky shores.

KEY WEST, 115 miles from the mainland at the end of a string of causeway-connected keys (bus from Miami), has a delightful winter climate. There is an aquarium, and the fish markets and turtle crawls are much visited. Tropical plants abound.

LAKE WINNEPESAUKEE, in the White Mountains foothills, attracts thousands of vacationers by its beauty and its fine recreation facilities. There are many islands, charming coves and harbors, and dozens of resorts. Hundreds of motor boats and sailing vessels ply its waters, and regular boat service is maintained between the principal landings, including *Wolfeboro*, *Meredith* and *The Weirs*. *Squam Lake* and *Lake Winnisquam*, north and west, respectively, of Winnepesaukee, have comparable attractions and facilities. Visitors to the area enjoy swimming, fishing (salmon, bass), autumn foliage, and winter sports. *Belknap Mountain*, overlooking Winnepesaukee, has skating rinks, ski trails (lift, tows) and championship ski jumps. The lift runs in summer, too, for visitors who are thrilled by the great view from the summit. *Laconia* (bus, motor, 7 miles) is the gateway to this reservation, and the chief business center of the lake region.

LAS VEGAS, Nev., garish and glittering, has a scenic location, but most visitors seek its gambling halls and night clubs, frequented by Hollywood "commuters." The year's gala event is Helldorado week (mid-May), with parades, pageants, rodeo and "wild west" performances. Las Vegas is the chief gateway to Death Valley National Monument, in California, and to *Hoover Dam*, near *Boulder City* (bus or motor; 23 miles: often very hot in summer). The dam, the highest on earth, converts the Colorado river into the largest artificial lake; its power plant supplies half the electric current used in southern California. Bordering Lake Mead, the reservoir, is a national recreation area, with facilities for boating, swimming, bass fishing and other sports. Regular motor boat cruises go far up the lake into the Grand Canyon, and shorter trips take in scenic spots near the dam. Las Vegas also is the gateway to Charleston Park (36 miles; bus, motor), a summer and winter playground with hiking, riding, and winter sports.

LONG BRANCH is the largest of the North Jersey coast resorts, and has amusements, theaters, hotels, shops, piers, boardwalk, wide beach and salt-water pools. To the south and north are similar, but smaller beach towns, forming an almost continuous community of homes and resorts stretching along the ocean from Highlands to Seaside Heights, 40 miles. Inland 2 miles from Long Branch (bus, motor) is Monmouth race track. *Red Bank*, 6 miles north (bus, frequent local trains by Central of New Jersey and Pennsylvania) is a business center for Navesink River resorts, where sailing, yachting and fishing attract many summer visitors.

There is an annual speedboat regatta (late August). The Shrewsbury river, nearer Long Branch, is similarly popular for water sports and boating of all kinds.

LOS ANGELES is a city of tremendous distances and traffic congestion. Out-of-doors life is customary all year, and the entertainment of tourists at all seasons is an important industry. In the nearby mountains are scenic drives, resorts and lakes, while the adjacent shore of the Pacific is lined with beach settlements. Sightseeing tours are well organized, or visitors may use local transit and bus lines or drive-yourself cars. The All-Year Club of Southern California is an unbiased source of information for visitors. Points of interest are so grouped that visitors may see (1) downtown; (2) Griffith Park and north side; (3) Hollywood; (4) Glendale and San Fernando; (5) Pasadena and San Marino; (6) Santa Monica; and (7) Long Beach; and combinations can be worked out. *Hollywood* has big radio studios, hotels, theaters, restaurants and shops, but most of the movie business is in nearby suburbs. Homes of the movie stars, seen on a sightseeing bus trip, are in Beverly Hills, Westwood, Brentwood, Malibu, and in the surrounding open country. Hollywood Bowl, a 20,000-seat amphitheater, has concerts and a famous Easter sunrise service. In summer a Pilgrimage Play is presented each night in another amphitheater. Westwood has the great campus of the University of California at Los Angeles with large modern buildings. Adjoining *Beverly Hills* is Will Rogers State Park, including his home. In *Glendale* is the extraordinary Forest Lawn Memorial Park, with reproductions of noteworthy literary shrines. *San Fernando* stages a fiesta in June, and its restored Spanish mission, with an interesting garden, is visited at all seasons. *Pasadena* is a winter resort with spacious homes and lovely gardens. It is the seat of the California Institute of Technology. Pasadena Art Institute and the Community Playhouse are outstanding in their spheres. The Rose Bowl, a stadium seating 99,000, is the scene of the New Year's Day football classic, a part of the festivities associated with the annual Tournament of Roses. *San Marino*, a suburb of Pasadena, has the Huntington Library and Art Gallery, with one of America's finest collections of manuscripts and rare books and priceless paintings and art treasures. The surrounding grounds are a superb botanical garden, with thousands of varieties of plants. *San Gabriel*, nearby, has the San Gabriel mission, one of the best preserved of the early Spanish missions of California, *Arcadia*, also a Pasadena suburb, has the famous *Santa Anita* track, where the country's fastest horses race (January-February). Farther inland are *Pomona* —scene of the Los Angeles County Fair (September), comparable in size and attendance to the biggest state fairs—and *Claremont*, with Pomona College (remarkable Orozco frescoes), Claremont College, and associated institutions. Closer to Los Angeles are an alligator farm and an ostrich farm, both popular with visitors and included in the regular sightseeing trips. Los Angeles beach suburbs are in two groups: one stretches between Redondo Beach and Santa Monica, the other between Long Beach and Laguna Beach. All have bathing facilities, seaside amusements, surf and off-shore fishing, and the sunshine and balmy climate for which Southern California is famous. Beyond *Santa Monica* is *Malibu Beach*, with splendid "cottages." *Long Beach* has a mile-long amusement zone, a wide beach, an immense pier with a large convention hall, and a great salt-water plunge for those who avoid the surf. Boating, yachting and surf and deep sea fishing are popular at Long Beach and especially at *Newport Beach*, chief yachting center on the Pacific coast. *Laguna Beach* has comparable shore attractions and in addition a large artists' colony. Inland from Long Beach is *Whittier*, seat of Whittier College and of the hacienda (partly restored) of Pio Pico, a Mexican governor of California. Offshore is *Santa Catalina Island* (boat from Wilmington, adjoining Long Beach, to Avalon), another popular resort, swept by ocean breezes and commanding wonderful marine views. There are fine beaches for swimming, a great casino, glass-bottom boats to see marine gardens, cruisers to visit the seal rocks or go deep sea fishing, and buses to the bird park, home of an extraordinary variety of rare birds, many from the tropics.

Union Pacific

MISSIONS IN SOUTHERN CALIFORNIA were established by Franciscan padres in the late 18th and early 19th centuries

Connecticut Development Commission

LITCHFIELD, Conn., has a white-spired church overlooking peaceful elm-shaded green

MARITIME PROVINCES of Canada, and the Gaspé peninsula, have wonderful scenery and a cool summer climate to complement varied facilities for recreation and challenging hunting and fishing regions. New Brunswick's *Restigouche, Miramichi, Tobique* and *Nipisiguit* rivers are as renowned for salmon fishing as the small streams are for trout and the lakes for bass and togue. Hunters find bear and deer in the woods, grouse, woodcock and duck in the marshes and thickets. *Fredericton, Newcastle* and *Campbellton* are sportsmen's gateways. *St. Andrews* (golf, boating, summer estates) is a

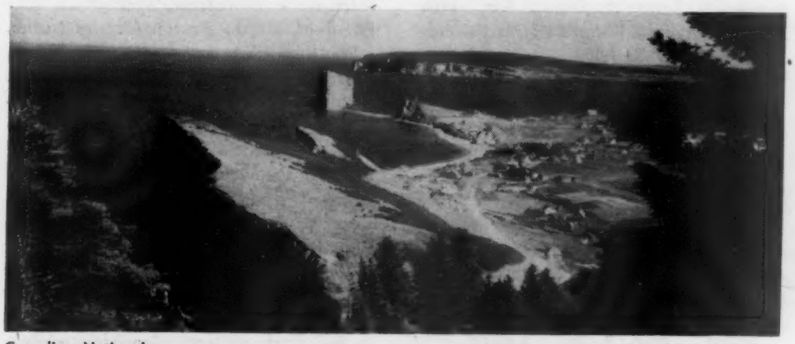
Union Pacific

LOS ANGELES has a semi-tropical climate enjoyed by thousands all the year, large parks, playgrounds and museums, and interesting Mexican and Chinese quarters

favorite resort. Surf-girt, mountainous *Gaspé* (politically part of Quebec), reaching into the sea between the St. Lawrence and Chaleur bay, has a magnificently scenic circumferential drive ("package" bus tours), reaching its climax at *Percé*. The Cascapedia and other Gaspé rivers are famous salmon streams. *Prince Edward Island* has delightful beaches, reached from *Charlottetown*. Nova Scotia's shore is fringed with bays that delight the yachtsman, into which trout-filled streams flow from lakes where bass lurk. Tuna tournaments, off *Yarmouth, Liverpool* or *Halifax*, attract experts. *Digby* is convenient for *Bay of Fundy* resorts. *Annapolis Valley* apple blossoms are renowned (festival in *Kentville*, early June). *Pictou's* situation is admirable. *Cape Breton Island*, explored from *Sydney*, has charming scenes of lakes, rugged cliffs and inviting coves.

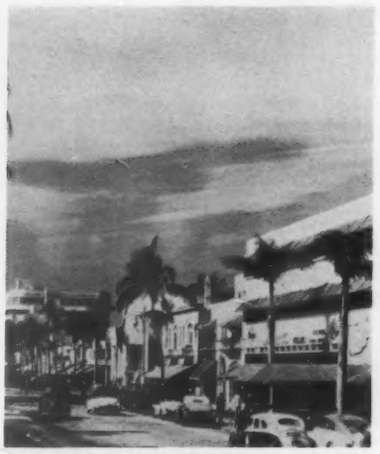
MIAMI and MIAMI BEACH form the country's foremost winter resort, to which many summer vacationers come also. There are hundreds of hotels and apartment houses, many open all year, and miles of streets are lined with winter homes. Fine shops and night clubs serve winter visitors. Horse racing is continuous through the winter (at Hialeah, Tropical and Gulfstream parks) as is greyhound racing. Sports events include intersectional football in the 60,000-seat Orange Bowl (New Years), sailing regattas (March, April) and the Royal Poinciana Festival (June). Jai-alai is played through the winter by professionals. Fishing is good all year (tuna, marlin, sailfish, bonito) and there are fishing tournaments winter and summer. Miami has a zoo, and south of the city are a parrot jungle and a monkey jungle. The University of Miami in adjacent *Coral Gables*, has modern buildings in the Mediterranean style. South of Miami is *Everglades National Park*, a vast area of tropical swamps and mangrove forests, unlike any other portion of the U. S. There are many kinds of palms and semi-tropical trees and plants, and birds and fish not found farther north. Access is limited to a single road, and most visitors do not go beyond Royal Palm Park, 45 miles from Miami (bus).

MISSISSIPPI PLAYGROUNDS extend 48 miles along sheltered Mississippi sound from Bay St. Louis to Pascagoula. Sport fishing is superior all along this shore; sea trout, mackerel, tarpon, redfish, pompano and other varieties tempt the salt water fisherman, while the streams flowing down to the sound have bass, trout, bream, croakers and other varieties to test the angler's skill. Marshlands provide duck hunting and quail are found on the grassy ridges. *Bay St. Louis* is a quiet resort where yachts and fishing boats tie up. From *Pass Christian* a scenic gulf-side parkway, shaded by moss-draped live oaks, leads east along a seawall to Ocean Springs. A July 4th regatta and the Gulf Coast Pageant (March) entertain visitors who come to Pass Christian for fishing, sailing, bathing and other outdoor sports. *Gulfport* is the metropolis of the district; it is both a commercial port and a resort (Northerners come in winter, Southerners in summer). There are preparatory schools in the suburbs. Yacht races are held in July. *Edgewater Park* has the area's finest hotel, and facilities for boating, fishing, swimming and other outdoor activities. *Beauvoir* is the modest, galleried, ante bellum house which was the last home of Jefferson Davis, and it and the charmingly landscaped grounds are maintained as a Confederate shrine. *Biloxi* is the nation's leading shrimp port, and a year-round pleasure resort, beautified by oleanders, hibiscus, magnolias, azaleas and other brilliantly blooming plantings. There is a sports carnival and regatta in July, but sailing, golf, tennis and other sports are enjoyed the year round. The blessing of the



Canadian National

GASPE PENINSULA scenery reaches a climax at Perce, maritime outpost of Quebec. The villages' French characteristics delight visitors



Florida East Coast

LINCOLN ROAD in Miami Beach appeals to shoppers as the sunny shore does to swimmers

Northern Pacific

MOUNT RAINIER NATIONAL PARK, near Tacoma and Seattle, appeals to outdoors lovers

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MONTEREY, the Mexican capital of California, has a beautiful location on Monterey Bay. The adjoining peninsula is a popular all-year resort section. Surf and deep sea fishing attract sportsmen, and the city has important commercial fisheries. The historic buildings include the old custom house, now a historic museum; Colton hall, where the state constitution was drafted; the Mexican presidio; California's first theater; the royal chapel; the adobe where Robert Louis Stevenson lived; and several town houses of notables of the Mexican era. At *Del Monte*, adjoining Monterey on the east, is the postgraduate school of the U. S. Navy, in forested grounds with complete outdoor sports facilities. West of Monterey, beyond the Stanford University marine station (aquarium) is *Pacific Grove*, with a marine museum, a warm salt water plunge, and marine gardens seen from glass-bottom boats. From Pacific Grove the famous 17-mile drive runs along the rocky, irregular shore of the Pacific to Carmel, with exciting views, including much-pictured gale-gnarled Monterey cypress trees, sea lion colonies off shore, and superb golf courses and beaches. *Carmel* is an artists' colony and shore resort. Visitors come to the San Carlos Borromeo mission, burial place of Padre Serra. Beyond is scenic Point Lobos, a rugged promontory with surf fishing, hiking and wind-worn cypresses.

Nantucket Information Bureau

NANTUCKET has a delightful summer climate and many unusual things to see

MT. RAINIER NATIONAL PARK, dominated by the glacier-capped cone of 14,408-ft. Mt. Rainier, is a year-round playground in the Cascade range. The principal accommodations are at Longmire and Paradise Valley, both reached by daily bus from Tacoma and Seattle. Trout fishing, hiking, riding and mountain climbing are the chief diversions in summer (no hunting). The park is a popular winter sports center, with skiing December through April (600-inch snowfall). Other attractions are waterfalls, lakes, gorges and cliffs, dense forests, wildlife (including mountain goats), and magnificent wildflower gardens forming a 50-mile belt around the mountain at an elevation of 5,000-6,000 ft.

NANTUCKET and MARTHAS VINEYARD, reached by steamer from Woods Hole or New Bedford, are island resorts off Cape Cod with an exceptional summer climate, and consequently have continued for years to attract vacationers. Both islands have bathing beaches, sheltered harbors for yachtsmen, fine seafood, good fishing, facilities for sports, and interesting old homes. *Edgartown* on Marthas Vineyard and *Nantucket* town sent many vessels to sea in whaling days, and the profits of those voyages were invested in fine houses. Nantucket's *Siasconset* is loved by artists; its Sankaty light has a romantic setting.

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New Haven through trains between Boston and New York serve Providence, Kingston, New London and New Haven. Boston-Washington through trains also serve Newark, Philadelphia, Wilmington and Baltimore, with Boston-Pittsburgh and Springfield-Pittsburgh sleepers. Through sleepers in winter Boston-Miami, serving other resorts on the Florida East Coast. New Haven local trains Boston-Plymouth, Boston-Falmouth-Woods Hole (boat connection for Marthas Vineyard and Nantucket) and Boston-Hyannis (bus connection for Chatham and Provincetown). Other New Haven-Boston & Maine through service between New York and White River Junction (bus for Hanover), serving New Haven, Hartford, Springfield and Northampton (bus for Amherst), is extended in summer to and from Berlin via Woodsville, Littleton, Jefferson and Gorham. The New Haven also has trains between New York and Pittsfield via Great Barrington, Stockbridge and Lenox, between Hartford and Boston via Willimantic; and between Worcester and Providence.

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NEW ORLEANS charms visitors at any time, but Mardi Gras revelry climaxes the year to the delight of thousands of visitors

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Vieux Carré, to most strangers the most interesting part of the city, is best seen on foot. The newer (American) city and the French quarter are divided by Canal street. The center of the Vieux Carré is Jackson square, overlooked by St. Louis cathedral (dating from 1794, elaborately decorated), the Cabildo (historic palace of the Spanish governors, now a museum), and the Presbytere (now a museum of natural history). The surrounding narrow streets and narrower alleys are lined with old-worldish houses, many with overhanging balconies of elaborate ironwork. The Ursuline convent, the French market, the customs house, the Pontalba apartments and Madam John's Legacy are among the places pointed out to

NEW YORK is a city described in superlatives, visited each year by millions attracted by its theaters, night life, great stores, cultural advantages, contests and spectacles, and incomparable buildings. Sightseeing tours include many points of interest, and most places are conveniently reached by subway. In *lower Manhattan*, south from the midtown hotel and theater section, are the Empire State building (world's tallest structure, topped by a television mast; wide views from the observation platform); Theodore Roosevelt's birthplace; Chinatown; Greenwich Village; the City Hall; St. Paul's and Trinity churches, on lower Broadway; the Stock Exchange, surrounded by the great skyscrapers of the financial district; the old Subtreasury (historical exhibits); and Battery Park, with piers where boats depart for tours around Manhattan and for the Statue of Liberty, on an island in the harbor. The harbor traffic, tugboats, ferries, warships, tramp vessels and great liners, is remarkable. In the *midtown section* are the great hotels, railroad and bus terminals, the immense new buildings of the United Nations, the Metropolitan Opera, Times Square, the Public Library, Morgan Library (illuminated manuscripts, works of art), St. Patrick's cathedral, St. Thomas church (magnificently embellished), Madison Square Garden, Carnegie Hall, the Museum of Modern Art, and Rockefeller Center (guided tours include 70th floor observatory, rooftop gardens, radio studios, Music Hall, plaza and arcades). Central Park (lakes, playgrounds, woodland rambles, zoo, Cleopatra's Needle, drives in horse-drawn hansoms and victorias) divides the *uptown section*. On the east side fashionable residences) are the impressive Temple Emanu-el (synagogue), the Frick galleries (old masters) and the Metropolitan Museum of Art (outstanding in America in completeness and range of collections). On the west side (great apartment houses) are the American Museum of Natural History, planetarium, New York Historical Society, Cathedral of St. John the Divine (incomplete, but magnificent portions are open), Columbia University, Riverside church (fine stained glass, world's largest carillon), Grant's tomb, Museum of the American Indian, City College of New York, and the Cloisters (medieval ecclesiastical art and architecture, famous tapestries, and a splendid view of the Hudson). In the *Bronx* are New York University, Hunter College, Fordham University, New York Botanical Garden (formal plantings, conservatories, arboretum), and the world's largest zoo. In *Brooklyn* are the U.S. Navy Yard, St. John's University, Brooklyn College, Brooklyn Polytechnic Institute, great Prospect Park (another large zoo, gardens, historic houses, recreation grounds, walks and drives), the Brooklyn Botanic Gardens (special rose, iris, wildflower, rock and water gardens), the Brooklyn Museum of Arts and Sciences and the Academy of Music. Also part of Brooklyn is *Coney Island* (subway or sightseeing bus), with 5 miles of wide beach, broadwalk and carnival-type amusements, terrifically

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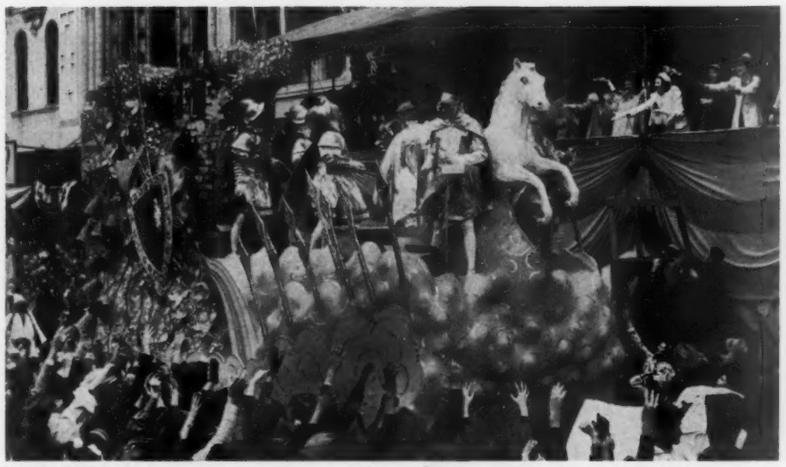

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NEW ORLEANS has an individuality that makes it one of the most interesting cities in America, and visitors usually find it richly appealing. Summers are hot and humid, and winter dampness is sometime penetrating, but the climate has not prevented New Orleans from becoming a great city and port, with diversified industries. The great event of the year is the carnival week ending with Mardi Gras, a fiesta unequalled in the U.S. for Latin gayety and spectacular display. There is a spring fiesta also, including tours of homes and gardens. Sightseeing buses and sightseeing boats run on regular schedules, but the French quarter, Vieux Carré, to most strangers the most interesting part of the city, is best seen on foot. The newer (American) city and the French quarter are divided by Canal street. The center of the Vieux Carré is Jackson square, overlooked by St. Louis cathedral (dating from 1794, elaborately decorated), the Cabildo (historic palace of the Spanish governors, now a museum), and the Presbytere (now a museum of natural history). The surrounding narrow streets and narrower alleys are lined with old-worldish houses, many with overhanging balconies of elaborate ironwork. The Ursuline convent, the French market, the customs house, the Pontalba apartments and Madam John's Legacy are among the places pointed out to tourists. In the French quarter, too, are numerous restaurants renowned for their French and Creole cooking. The newer American city has fine residential sections, particularly in the neighborhood of Tulane University and adjacent Audubon Park section. North of the business section, toward Lake Pontchartrain, is City Park, with recreational facilities, an art museum and magnificent trees. The Fair Grounds track is popular for horse racing (winter); there is a sports carnival (late December), a horse show (late April) and a sailing regatta (August). Pontchartrain Beach, on the seawall along the lake, has amusements, swimming and water sports. Along the Mississippi levees and delta bayous, reached by road or boat, are lovely plantation homes, many dating from pre-Civil War days, characterized by tall columns, long galleries, and large grounds shaded by immense live oaks.

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NYSPix—Commerce

NEW YORK'S STATE FAIR brings thousands to Syracuse in August

NYSPix—Commerce

NEW YORK attractions range from Broadway night life to quiet rural landscapes

crowded on summer week-ends. Brooklyn is on *Long Island*, which extends east 125 miles to Montauk Point. Besides many fine estates and residential suburbs (served by Long Island trains) there are several state parks on the island, connected by broad, landscaped motor parkways, and sheltered bays harbor thousands of yachts and small boats. Along the Atlantic are miles of sand beaches, almost unbroken from Montauk to Coney Island; many are relatively isolated and reached only by boat, but *Jones Beach* (bus from Wantagh station on the Long Island) is an accessible, popular, and admirable bathing beach (surf or lagoon swimming). *Long Beach* is a large shore resort and residential city; *Southampton* is a center of fashionable cottages and estates; *Montauk* has a yacht harbor, and fishermen hire boats to go to sea for tuna, swordfish, sea bass and weakfish; *Babylon* and *Patchogue* also are popular stations for fishermen. Across the Hudson from New York in New Jersey (ferry) is *Hoboken*, seat of Stevens Institute of Technology. North of New York (local New Haven and New York Central trains) is Westchester County, with thriving communities of suburban homes and many splendid country estates. New York has sporting events and spectacles the year round, including three big league baseball teams, professional football, thoroughbred racing at Belmont Park, Jamaica and Aqueduct tracks, and rodeos, the circus, skating, wrestling, boxing, bicycle racing and many other contests at Madison Square Garden.

NEW YORK AND ATLANTIC COAST TRAIN SERVICE: The New York Central provides through service to most New York cities and resorts. Main line through trains run between New York and Buffalo via Garrison (ferry for West Point), Poughkeepsie, Rhinecliff, Hudson, Albany, Schenectady, Utica, Syracuse and Rochester, with through trains to and from Chicago (via Erie, Cleveland, Sandusky, Toledo and South Bend and via Detroit, Ann Arbor and Battle Creek), to and from St. Louis (via Indianapolis and Terre Haute) and to and from Cincinnati via Columbus, Springfield (Ohio) and Dayton. Cities between Albany and Buffalo are served by through trains and cars to and from Boston via Worcester, Springfield, Mass., and Pittsfield. Cities between New York and Albany are served by through trains to and from Montreal via Saratoga Springs, Ticonderoga and Plattsburg. There is through service between New York and Lake Placid, via points New York-Utica, then Thendaro, Sabattis, Tupper Lake and Saranac Lake; between New York and Montreal via Hudson River cities, Troy, Bennington, Manchester, Rutland, Middlebury and Burlington; and between New York and Potsdam and Watertown, via main-line points New York-Utica, serving Canton. New York-Chicago trains carry through sleepers to and from Los Angeles and San Francisco. There are through cars between New York and Niagara Falls; Buffalo and Montreal (via Rochester, Tupper Lake and Malone); Buffalo-Hamilton-Toronto; and New York-Toronto (serving Poughkeepsie, Albany and Schenectady). Other N.Y.C. through service between Pittsburgh and Buffalo, via Youngstown and Erie, with through cars Pittsburgh-Albany and Pittsburgh - Watertown - Canton - Potsdam. Through trains Albany-Pittsfield-North Adams.

Boston & Maine through trains between Troy (bus from Albany) and Boston serve Williamstown, North Adams and Concord, Mass.

Lackawanna through trains between New York (Hoboken) and Buffalo serve Morristown, Delaware Water Gap, Pocono Mountains resorts, with through sleeper between Philadelphia and Syracuse and New York and Syracuse.

Lehigh Valley through trains between New York and Buffalo serve Easton, Bethlehem, Allentown, White Haven and Ithaca, with through sleepers Philadelphia-Buffalo.

Erie through trains between New York (Jersey City) and Cleveland and New York and Chicago serve Jamestown, Meadville, Youngstown and Akron.

Pennsylvania through trains between Washington and Buffalo run via Baltimore, Harrisburg and Williamsport, with through cars between New York and Buffalo and Philadelphia and Buffalo (via Lancaster).

Nickel Plate through trains between Chicago and Buffalo serve Fort Wayne, Cleveland and Erie.

NEW YORK CITY has other through service:

Baltimore & Ohio through trains New York-Washington, via Philadelphia, Wilmington and Baltimore, with through cars to and from St. Louis, Cincinnati, Chicago, Louisville and intermediate points.

NYSPix—Commerce

NEW YORK forest reservations preserve magnificent woods and waters

Central of New Jersey-Reading through trains between New York (Jersey City) and Philadelphia, via West Trenton (bus for Trenton) and between New York and Harrisburg, via Easton, Bethlehem, Allentown, Reading and Hershey.

Central of New Jersey trains between New York (Jersey City) and Long Branch, Asbury Park and other northern New Jersey coast resorts, and between New York (Jersey City) and Lakewood.

New Haven through trains between New York and Boston, via New Haven, New London, Kingston and Providence; with summer through service between New York and Hyannis and Woods Hole (bus for Cape Cod resorts and boat for Marthas Vineyard and Nantucket). Through service by the New Haven between New York and Portland, Me., with through sleeper New York-Concord, N. H., and with summer through service three days weekly between New York and Ellsworth (bus for Bar Harbor), via Brunswick, Waterville and Bangor, with through sleeper New York-Rockland. The New Haven has through service between New York and White River Junction (bus for Hanover), extended in summer between New York and Berlin, N. H., serving White Mountain resorts; also through service between New York and Hartford, Springfield and Northampton, and New York and Boston via Worcester; and between New York and Pittsfield.

Pennsylvania through trains run between New York and Washington, serving Trenton, Philadelphia, Wilmington and Baltimore. Local trains New York-Newark-New Brunswick-Princeton. Other P.R.R. through trains between New York and Atlantic City, and through service between New York and Buffalo, via Williamsport.

Between New York and the West, via Philadelphia, Lancaster, Harrisburg, Lewiston and Pittsburgh, the P.R.R. has through trains to and from Chicago, St. Louis, Detroit, Akron, Cleveland and Cincinnati, serving important intermediate cities, with through cars between New York and Birmingham, Nashville and Memphis, between New York and Los Angeles and San Francisco, serving important intermediate points, and between New York and Houston, San Antonio, El Paso and Dallas.

Via Washington the Pennsylvania provides through trains between New York and Florida resorts, via Virginia, the Carolinas and Georgia, and between New York and Atlanta and New Orleans, serving Virginia, the Carolinas, Georgia, Alabama and the Mississippi Gulf Coast. Other through service between New York and Norfolk, New York and Richmond, New York and Hot Springs, White Sulphur Springs, Charleston, W. Va., Huntington, Lexington and Louisville.

Bus connections Ithaca - Watkins Glen; Rochester-Ithaca; Binghamton-Ithaca; Cooperstown - Schenectady; Glens Falls-Lake George-Schroon Lake-Lake Placid; Lake Placid-Saranac Lake; Saranac Lake-Lake Placid-Plattsburg; Rutland-Lake George; Schenectady-Saratoga Springs; Watertown-Alexandria Bay; Clayton-Watertown; Kingston-Phoenicia - Pine Hill; Kingston - Woodstock; Kingston-Haines Falls-Hunter - Stamford; New York - Kingston; Jamestown-Chautauqua-Erie.

NIAGARA FALLS, one of the world's great natural wonders, attracts three million visitors yearly. Cities of that name in New York and Ontario stretch along the river. The falls is divided by Goat Island, reached by a bridge crossing the rushing stream just above the American falls. From the island there are close views of the brink of both the American and the horseshoe or Canadian falls, which has a greater volume. An elevator takes visitors to the base of the American falls. The best view of the falls, either by daylight or the nighttime electrical illumination, is from a landscaped park on the Canadian side. The gorge downstream is crossed by bridges and by a cable car at Whirlpool rapids; sightseeing buses follow the rim. Niagara University is at Niagara Falls. At *Youngstown*, 12 miles north (bus), is restored historic Fort Niagara, established in 1726. A ferry crosses the Niagara river at Youngstown to *Niagara-on-the-Lake*, Ont., a summer resort with another restored 18th century fortification.

NORFOLK shares with PORTSMOUTH and Newport News one of the world's finest harbors. There is a naval base in Norfolk and an important Navy shipyard in Portsmouth.

Virginia State Chamber of Commerce

NATURAL BRIDGE, in Virginia's great valley, is stately and impressively proportioned

Ocean View (bus 8 miles) has a bathing beach and the usual seashore amusements. Fishermen take off here for fine fishing in Chesapeake bay and the Atlantic. Norfolk's municipal gardens, where azaleas, rhododendron, iris, laurel, roses and other showy flowers bloom between lagoons and evergreens, bordered by dogwood, are exceptional (best season, March-June). *Cape Henry* (18 miles, bus), a headland at the mouth of Chesapeake bay, has a famous lighthouse; it is now a military reservation. A wonderful beach, backed by sand dunes, extends south for many miles, and at *Virginia Beach* (19 miles direct from Norfolk, bus) is one of the South's most popular summer resorts (season May-October), with a long boardwalk, shops and amusements, sports facilities, hotels and apartments, a casino, and surf fishing and bathing. South of Portsmouth (20 miles, motor or boat) is the wild *Dismal Swamp*, noted for fishing (pike, perch) and hunting (deer, bear, small game). South of Norfolk (85 miles, bus), in North Carolina, is *Nags Head*, a shore resort on a long sandbar separating the Atlantic and Albemarle sound. Kill Devil Hill National Memorial commemorates the Wright brothers' first flight. Ten miles beyond is *Manteo*, a fishing town, site of Fort Raleigh national historic site, a log village suggesting the pioneer settlement established here by the English in 1587. South of Nags Head sandy islands stretch to and beyond Cape Hatteras, a remote windswept region appealing to fishermen (channel bass) and bird lovers.

NORTH WOODS RESORTS are scattered over all of Minnesota between Duluth and Fargo, N.D. Among them are Bemidji, *Park Rapids, Ely, Detroit Lakes*, scene of a water carnival each July, *Grand Rapids, Cass Lake, International Falls*, gateway to the Rainy Lake district of Ontario, *Tower*, on Vermilion Lake, and *Walker*, on an arm of Leech Lake, near the Shingokee Winter Playground, a skiing resort in the *Chippewa National Forest*.

NORTHWESTERN STATES RAILROADS' TRAIN SERVICE: The Burlington has through trains between Chicago and St. Paul-Minneapolis via Savanna, with bus connection Davenport-Savanna.

Burlington-Great Northern through trains between Chicago and Seattle, via Fargo, Grand Forks, Glacier Park and Spokane, with through cars Chicago-Portland, Ore. (by Spokane, Portland & Seattle), serve St. Paul and Minneapolis. The Great Northern has St. Paul-Minneapolis-Winnipeg through trains.

Burlington-Northern Pacific through trains between Chicago and Seattle, via Fargo, Bismarck, Billings, Livingston, Butte, Missoula and Spokane, with through cars Chicago-Portland, Ore. (by Spokane, Portland & Seattle), and through cars Cody-Chicago and Livingston-Chicago in summer (bus connections for Yellowstone National Park), serve St. Paul and Minneapolis. The Northern Pacific has St. Paul-Minneapolis-Winnipeg through trains via Grand Forks, and St. Paul-Minneapolis-Brainerd and St. Paul-Minneapolis-International Falls coach and sleeper trains.

The Soo Line-Canadian Pacific route has through trains between St. Paul-Minneapolis and Winnipeg and, in summer, between St. Paul-Minneapolis and Vancouver, B. C., via Calgary, Banff, Lake Louise and Field in the Canadian Rockies (in winter train between St. Paul-Minneapolis and Moose Jaw, Sask., connects with C. P. R. east-west transcontinental trains). Summer Pullman service through between Chicago and Vancouver (by Chicago & North Western via Milwaukee). Other Soo Line trains between Minneapolis-St. Paul and Chicago (sleeper Duluth-Chicago) and Minneapolis-St. Paul and Sault Ste. Marie. Connection at Sault Ste. Marie with Canadian Pacific through cars Sault Ste. Marie-Toronto, which connect at Sudbury with Montreal trains.

Pool service between Duluth and St. Paul-Minneapolis by the Soo Line, Great Northern and Northern Pacific.

Canadian National trains (Duluth, Winnipeg & Pacific) have sleepers three days weekly between Duluth and Winnipeg via Rainier.

The Duluth, South Shore & Atlantic has sleepers three days weekly between Duluth-Superior and Ishpeming and Marquette.

Rock Island through trains between Minneapolis-St. Paul and Houston, serving Northfield and Owatonna (bus for Rochester), run via Des Moines, Excelsior Springs, Kansas City, Topeka, Fort Worth and Dallas, with through sleepers between Minneapolis-St. Paul and Los Angeles via El Paso, Tucson and Phoenix. Rock Island-Burlington trains between Minneapolis-St. Paul and St. Louis, serving Northfield and Owatonna, run via Cedar Falls, Waterloo and Cedar Rapids.

The Milwaukee has through trains between Chicago and St. Paul- Minneapolis via Milwaukee and via Madison, also through trains between Chicago and Seattle-Tacoma via Milwaukee, Three Forks (bus for Yellowstone National Park in summer), Butte and Spokane.

The Chicago & North Western system has through trains between Chicago and St. Paul-Minneapolis via Milwaukee and via Madison, also through trains between Minneapolis-St. Paul and Omaha via Mankato and Sioux City, with through sleepers between Minneapolis-St. Paul and Los Angeles (by Union Pacific) via Cheyenne, Salt Lake City and Las Vegas. Other through trains between Chicago and Rapid City (bus for

Canadian Pacific

ONTARIO'S RESORTS range from remote Lake of the Woods to world-renowned Niagara Falls and the Thousand Islands in the St. Lawrence

Black Hills points) via Milwaukee, Rochester, Mankato (connection to and from Minneapolis-St. Paul), Brookings and Pierre; and between Chicago and Duluth via Madison.

Bus connections Duluth-Grand Marais; Bemidji-Grand Forks; Bemidji-International Falls; Duluth-Virginia-Ely; International Falls-Virginia-Duluth; Fargo-Detroit Lakes; Duluth-Grand Rapids-Bemidji; Minneapolis-Walker-Cass Lake-Bemidji; Minneapolis-St. Paul-Northfield; Minneapolis-St. Paul-Rochester.

ONTARIO'S tremendous area includes big cities and hundred-mile stretches of empty forest and lake country where the fish have never seen a government hatchery. *Toronto*, busy industrial center, is the chief gateway to the popular resort area of eastern Ontario, while *Fort William* and *Port Arthur* are convenient to the great area of woods and water north and west of Lake Superior. *Ottawa*, capital of the Dominion, has the government buildings and fine parks, and the nearby *Rideau Lakes* (south) and *Maniwaki* country (north) appeal to fishermen. Toronto, capital of the province, has the great annual Canadian National Exposition (late August). Ontario shares the *Thousand Islands* and *Niagara Falls* with New York. North of Toronto is a delightful lake resort country, including the *Kawartha Lakes* (approached through *Peterboro*), *Lake Simcoe* (approached through *Barrie* or *Orillia*), the *Muskoka Lakes district*, including enticing *Lake of Bays, with Algonquin National Park* beyond (all entered via *Huntsville* or *Bracebridge*), and *Lake Nipissing* and the *French River* and *Timagami Forest* area (reached through *North Bay*). *Georgian Bay* islands and shore resorts are accessible from *Midland*. In western Ontario, sportsmen and vacationers flock to *Lake of the Woods* (entered by *Kenora*), *Minaki*, *Sioux Lookout*, *Lake Nipigon* and *Quetico Provincial Park*.

OZARK RESORTS are scattered through southwestern Missouri and adjacent Arkansas; most patronized are the Lake of the Ozarks and Lake Taneycomo sections. *Lake of the Ozarks State Park* is a large reservation at the east end of this vast winding reservoir. It has sandy beaches, sailing and boating and other water sports, fishing (bass, salmon, panfish) and quail hunting. This area is served by Missouri Pacific buses running between Jefferson City and Lebanon and Springfield, the latter two points being on the Frisco St. Louis-Oklahoma City main line. *Lake Taneycomo* has well developed recreation facilities, including hunting, fishing, swimming, boating, riding, tennis and golf. The float trips on the White river and others of the region are novel means to see interesting scenery and seek the haunts of bass, catfish, blue gills and other fish. This area is conveniently entered at Branson and Hollister, adjoining towns at the Missouri Pacific's Lake Taneycomo crossing.

Great Northern

NORTHWESTERN RANGELANDS are served by the de luxe streamliners of four railroads

PACIFIC NORTHWEST RAILROADS' TRAIN SERVICE: Great Northern-Burlington through trains between Chicago and Seattle, via St. Paul Minneapolis, Fargo, Grand Forks and Glacier National Park, serving Spokane. Great Northern de luxe trains Seattle-Bellingham-Vancouver, B. C.

Milwaukee through trains between Chicago and Tacoma, via Milwaukee, St. Paul-Minneapolis and Missoula, serving Spokane and Seattle.

Northern Pacific-Burlington through trains between Chicago and Seattle, via St. Paul-Minneapolis, Fargo, Bismarck, Billings and Missoula, serving Spokane and Tacoma. Through sleepers in summer Seattle-Livingston, Mont. (Yellowstone National Park), serving Tacoma and Spokane. N.P. local train Spokane-Pullman-Moscow, Idaho.

Union Pacific-Great Northern-Northern Pacific joint service with fast trains between Seattle and Portland, serving Tacoma and East Olympia (bus from Olympia), with through sleepers Chicago-Seattle by Union Pacific-North Western, via Omaha, Cheyenne, Laramie, Boise, La Grande, Pendleton and Portland; St. Louis-Seattle by Union Pacific-Wabash, via Kansas City and Denver; and San Francisco (Oakland)-Seattle by Southern Pacific, via Davis (bus from Sacramento), Eugene, Albany (bus from Corvallis) and Salem. U.P. trains Spokane-Portland. U.P. bus Spokane-Pullman-Moscow, Idaho.

Spokane, Portland & Seattle trains Portland-Spokane.

Bus service Seattle-Anacortes; Seattle-Port Angeles-Lake Crescent-Olympic National Park; Seattle-Mt. Rainier National Park; Tacoma-Mt. Rainier National Park; Bellingham-Mt. Baker Recreational Area; Spokane-Grand Coulee dam; Spokane-Coeur d'Alene, Idaho; and Spokane-Pullman-Moscow.

PALM SPRINGS, a desert oasis near the base of massive Mt. San Jacinto, is a favorite California resort of Hollywood stars and headline personalities. There are numerous hotels and dude ranches, pools for midwinter swimming, palm-filled canyons for riding and driving, and warm, dry air and brilliant sunshine. Summers are very hot.

PHILADELPHIA is a center of unrivaled historic interest, a great port (Delaware and Schuylkill rivers), a leading industrial city, and the home of noteworthy cultural activities. Its

Santa Fe

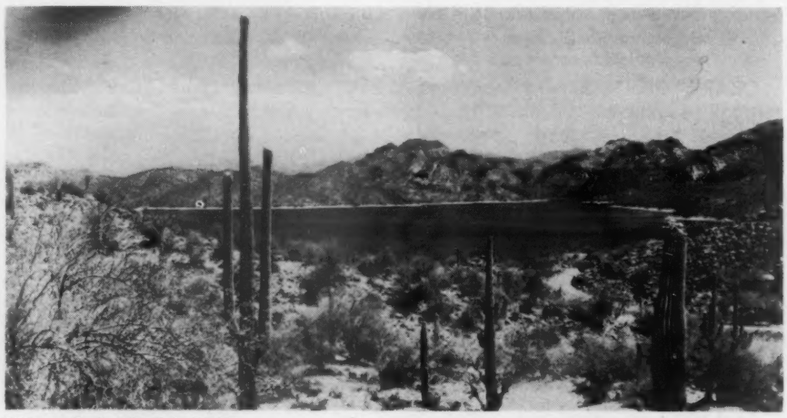
PALM SPRINGS is a desert oasis where winter months are delightfully mild

Baltimore & Ohio

INDEPENDENCE HALL is only one of Philadelphia's numerous national historic shrines

suburbs include places of outstanding beauty. There are sightseeing bus tours taking in most places of interest. The heart of the busines section is the massive City Hall, with a tall tower, topped by a statue of William Penn, that is a landmark for miles around. Toward the Delaware from City Hall is Independence Hall, where the Declaration of Independence was signed. The Liberty Bell is displayed there. The adjoining Congress Hall (where Congress sat when Philadelphia was the U. S. capital) and American Philosophical Society building also are museums. Close by are the Old Customhouse national historic site (a noteworthy example of classic architecture), Carpenters Hall (meeting place of the first Continental Congress), quaint Betsy Ross house (where the first U. S. flag supposedly was made), Christ Church (where Washington and other Revolutionary leaders worshipped), Atwater Kent museum (Philadelphia material), Powel house (a pleasant mansion of the Revolutionary period), Benjamin Franklin's grave, and St. George's (Methodist), St. Joseph's (Catholic) and Old Swedes churches, all pre-Revolutionary. North of City Hall are the Academy of Fine Arts (American portraits and paintings), Temple University, the U. S. Mint, and Girard College. South are the Historical Society of Pennsylvania (portraits, manuscripts), the Academy of Music (home of the famous Philadelphia orchestra), and, much farther, League Island park (99,000-seat Municipal Stadium, scene of Army-Navy football games; and the American Swedish Historical Museum), and the U. S. Navy shipyard. Across the Schuylkill from City Hall are the buildings of the University of Pennsylvania (a large group of heterogeneous architecture, with a botanical garden, an outstanding museum of archaeology, and Franklin Field, a 78,000-seat stadium; football, relays). In the University vicinity are the Commercial Museum, scene of trade shows and exhibitions, the city's great Convention Hall, and Drexel Institute (art exhibits). City Hall and Fairmount Park are connected by a broad parkway, on which face the Academy of Natural Sciences (great collections in all branches of natural history), the Franklin Institute (an immense museum of technology and science, with fascinating working displays), the planetarium, Rodin museum, Free Library, Philadelphia Museum of Art (beautiful building, one of America's finest collections of paintings, antiques, and all the fine arts; period rooms; landscaped surroundings), and a large aquarium. Fairmont Park, one of America's finest, extends miles along the Schuylkill and the narrow winding ravine of its tributary, Wissahickon creek. In the park are the Philadelphia zoo, the "dell" (summer symphony concerts), a horticultural museum, and half a dozen fine and historic homes of the colonial and federal periods, appropriately furnished. *Germantown*, the city's northwest section, has interesting pre-Revolutionary houses, an arboretum, and the 36,000-seat stadium of Temple University. Philadelphia has National and American League baseball, and oarsmen (eights to single sculls) enjoy the Schuylkill. The annual Mummers Parade (New Years) is the year's big festivity. *Camden*, N. J., across the Delaware (bus, ferry, subway) is an industrial city; Garden State race track is nearby. North of Philadelphia are residential suburbs (reached by Reading local trains or bus), including *Jenkintown*, seat of Beaver College, *Bryn Athyn*, with the handsome Gothic cathedral of the Swedenborgians, and *Doylestown*, with the Bucks County Historical Society's large collection of pioneer relics. By-roads in this area reach delightful old stone Quaker meetinghouses. West of Philadelphia are other lovely suburbs, including *Swarthmore* (bus), seat of Swarthmore College, and *Rose Valley*, with a notable theater. The "main line" suburbs (Pennsylvania local trains), surrounded by beautiful estates, include three college towns, *Haverford*, *Bryn Mawr* and *Villanova*. This area is traversed by bus tours to *Valley Forge* State Park (also accessible by Reading and Pennsylvania local trains). Visitors to this historic shrine see Washington's headquarters, a memorial chapel, and markers and monuments commemorating Revolutionary soldiers. The dogwood display here (late April) is unsurpassed.

PHOENIX is the state capital and business center and a winter vacation resort, located in the irrigated Salt River Valley amid palms, gardens and year-round crops. The Arizona Capitol is in a landscaped park. Nearby is the Arizona Museum, with exhibits dealing with the Indians of the Southwest; related fields are covered by the collections of the Heard Museum. The government Indian school is one of the country's largest. South of the city (7 miles; bus or motor) is immense South Mountain Park, where roads and trails thread through growths of shrubs, trees and



Chicago, Rock Island & Pacific

PHOENIX, in an irrigated valley surrounded by desert, is the capital of a land of contrasts where cactus and sagebrush flourish

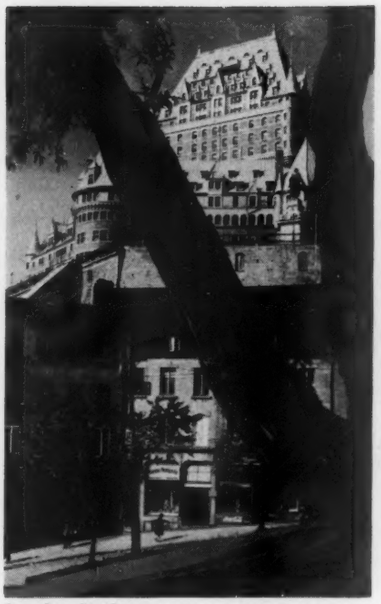
cacti. A popular drive from Phoenix, the Apache trail, (bus or motor) leads east into the mountains via Papago Park, with a notable desert botanical garden. Beyond are *Tempe*, seat of Arizona State College, and *Mesa*, where the Mormon temple is admired. Ahead is Superstition Mountain, famous in prospectors' lore. The road continues into the mountains to Roosevelt Dam, where the desert-girt reservoir affords fishing and boating, and on to *Globe*, a copper-mining center (Southern Pacific train connects to through trains at Bowie). Gala occasions in Phoenix include a rodeo (April), pageant (May), state fair (November), and New Year's day football contest.

PINEHURST and SOUTHERN PINES, are North Carolina winter resorts in the sand hill country, with large hotels and many homes and cottages. The winter climate is cool and bracing, encouraging golf (6 courses), polo, horseback riding, steeplechasing, drag hunts, quail and small game shooting, and other outdoor activities. The holly plantings at Pinehurst are noteworthy. There are frequent golf tournaments and horse shows in the season.

POCONO MOUNTAINS are a scenic highland section of Pennsylvania's woods and waters with well-developed resort facilities, popular for the spectacular laurel display (June), skiing and other winter sports, and for golf, riding, lake swimming and boating, fishing and other activities in clear mountain air. Resorts include Split Rock, Mount Pocono, Buck Hill Falls, Skytop, Cresco, Canadensis and Pocono Summit.

PRINCETON, N. J., a college town surrounded by handsome estates, is the seat of Princeton University, rich in tradition, in physical resources and in scholarship. Pre-Revolutionary Nassau Hall is treasured. Around it spreads a 1,300-acre campus with magnificent quadrangles, many in Collegiate Gothic style. Outstanding buildings are the library, chapel, art museum, Cleveland tower, the president's house (gardens beautiful in spring) and the 49,000-seat stadium (Palmer field) for football. Also in Princeton are the Institute for Advanced Study and Princeton Theological Seminary. At *Rocky Hill* (5 miles, motor) is the Berrien house, preserved as Washington's headquarters in 1783, and appropriately furnished.

QUEBEC, vast province and ancient city, has been appreciated by generations of summer vacationers, and



Canadian Pacific

QUEBEC climbs a tremendous precipice from old French town to modern city

in recent years the area's winter sports facilities also have been popular with enthusiasts from both sides of the border. Montreal is the main gateway to the Laurentian Mountain playgrounds, scattered through thousands of square miles of rolling, wooded, lake-dotted uplands. *St. Donat*, on *Lac Archambault*, *Ste. Adele*, *Ste. Agathe des Monts* and *St. Jovite* are typical of the Laurentian resorts, well-equipped for swimming, boating, riding and other summer recreation, and for fishing and hunting, and skiing and the other winter sports, especially in the *Mont Tremblant* reservation. Beyond *Mont Laurier* is *Senneterre* (also reached from Quebec), and between those points is a great fishing preserve. *Montreal*, Canada's largest city, has historic buildings, magnificent churches, fine museums and gardens, and facilities for recreation. Across the broad St. Lawrence are the Eastern Townships, land of maples, placid streams and towering steeples. *Quebec*, on lordly bluffs commanding the wide river, has retained enough of its old French atmosphere to have a special charm for visitors, and its gardens, promenades, convents, churches and historic shrines are appealing. Winter sports are enjoyed right in the city and at nearby *Lac Beauport*. Farther north is *Laurentides Park*, an immense Laurentian Mountain reservation, including hundreds of lakes and fishing streams (red trout). On *Lake St. John*, reached at *Roberval*, fishermen seek the fighting ouananiche. The *Ste. Anne de Beaupre* shrine is near Quebec, while *Murray Bay* and *Tadoussac* are popular resorts on the north shore of the St. Lawrence. Many visitors take the spectacular *Saguenay* river trip. Bathers enjoy *Metis* and *Bic* on the south shore of the broad river.

ROCKLAND, Me., has a harbor for small craft, and its commercial fisheries (especially lobster) are important. Boats connect to islands in Penobscot bay, which have delightfully located summer cottages. Owl's Head light, at Rockland harbor entrance, has a splendid view over the bay. *Rockport* and *Camden* (7 miles, bus) are lovely shore resorts, where winding roads are lined with fine summer homes. Yachts and small boats are thick in the harbors. Mt. Megunticook, in Camden Hills State Park, commands wonderful views. The park has attractive trails, and skiing is good at the Snow Bowl (tow), which has a ski jump, toboggan chute and skating rink. Camden has a notworthy summer stock theater, and plays and concerts are enjoyed in the delightful waterfront garden theater and park. *Thomaston*, 5 miles west of Rockland (bus), has interesting houses, including a reproduction of Montpelier, home of Revolutionary General Knox.

ROCKY MOUNTAIN NATIONAL PARK has some of the grandest mountain scenery in America, and its nearness to Denver makes it a very popular vacation land (season June-September, but the lower elevations are accessible all year). It is a wildlife preserve (bighorn sheep, deer, elk, bear) but trout fishing is good. Motoring, hiking and horseback riding are popular, and winter sports are enjoyed at Hidden Valley. The park is entered from the east at Estes Park (bus from Denver) and from the west at Grand Lake, and the two are connected by a notable highway, Trail Ridge road, crossing the continental divide, several miles being at 12,000 ft. elevation. The views are thrilling. All-expense bus trips operate out of Denver, crossing the park on this highway and returning through parts of the Denver Mountain Parks system (see Denver above). The highest point in the park is Longs Peak (summit 14,255 ft.), which challenges mountain climbers. Most visitors are content to enjoy easier trails; they reach magnificent wildflower gardens (June), dramatically situated blue-green lakes, rush-

Chicago, Burlington & Quincy

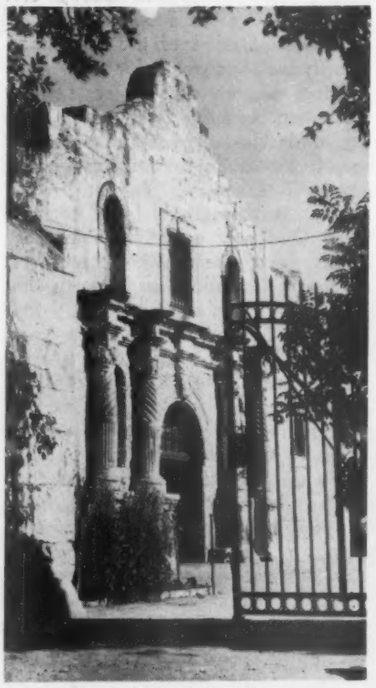
ROCKY MOUNTAIN NATIONAL PARK is entered from picturesque, high-altitude Grand Lake, where yachtsmen find much pleasure

ing torrents, and precipitous gorges. A spur road (motor, bus) connects Estes Park and Bear Lake, in one of the park's finest scenic sections. *Estes Park* is a popular vacation center, with hotels, dude ranches, camps and shops. *Grand Lake*, on the western border of the park, is a yachting center (regatta in August) and has good fishing. There is a winter sports tournament (ski tow).

ST. AUGUSTINE, oldest city in the U. S., has reminders of the Spanish settlers (balconied homes, patios, narrow streets). Ocean beaches are near (bus, bathing April-December) and the Matanzas river is fine for boating and fishing. For deep sea fishermen there is a drum rodeo (March-May) and a sea trout derby (October-February). Visitors see the "oldest house," and the Spanish-built fort in Castillo de San Marcos National Monument. On the ocean shore, 18 miles south of St. Augustine, is *Marineland*, a large outdoor aquarium.

SAN ANTONIO is a busy commercial city, a winter resort, and a historic center. It is almost surrounded by armed services establishments, such as Randolph, Kelly, Brooks and Dodd fields (aviation) and Fort Sam Houston (army). It has a large Mexican population, and the Mexican shops and sidewalk booths, displaying fruits, exotic foods, pottery, hammered metal and other handwork, appeal to strangers. Schools include St. Mary's University and Trinity University; the latter has a 23,000-seat stadium. Relics of the Spanish pioneers who settled in the city in the 18th century include San Jose Mission national historic site (restored), one of the finest Spanish missions in the country; the San Francisco mission, still in use; La Purisima Concepcion mission; the Spanish governors' palace (restored, furnished in the period); San Fernando Cathedral; the adobes of La Villita, a reconstructed section of the original pueblo; and particularly the Texans' historic shrine, the Alamo, where patriots resisted an overwhelming enemy force in a heroic struggle. The city's parks are noteworthy for semi-tropical luxuriance of foliage and flowers. There is a large zoo and an outdoor reptile garden.

SAN DIEGO, oldest Spanish settlement in California, has one of America's best harbors, a large commercial fishing fleet, a great naval base and Marine training station, many factories, and a remarkably equable mild climate that makes it a popular resort, particularly in winter. North of the business section is the old town, where the Spanish settlement began; there are several adobe buildings characteristic of that era. The pride of San Diego is Balboa Park, setting for international expositions, with a renowned zoo, a large amphitheater, fine gardens and landscaped plazas, a group of museum buildings (fine arts, natural history, mechanics), and a stadium seating 23,000. San Diego State College has a fine campus with modern buildings in the Moorish style. On the waterfront is anchored a full-rigged sailing ship fitted up as a marine museum; boats leave nearby for sightseeing cruises around the harbor, or for deep sea fishing (world famous for tuna). A ferry reaches *Coronado*, a charming seashore resort. Across the bay (bus, motor) is *Point Loma*, a federal reservation (Cabrillo National Monument) at the end of a rocky headland, commanding superb views of bay and ocean, islands and mountains. North of San Diego (bus, motor), and inland, is the mission (restored), first of the 21 founded by the Franciscans in California. Farther north, on the shore, is *La Jolla*, a fashionable shore resort, visited for remarkable caves cut in the cliffs by wave action, and for the oceanographic museum and aquarium. Beyond La Jolla is *Del Mar*, another beach resort, with a track for horse racing. South of San Diego, just over the Mexican border, is *Tijuana*, with legal gambling and curio shops selling Mexican wares; beyond is *Agua Caliente*, a more refined but similar border town (gambling halls, horse racing). Both are reached from San Diego by bus or motor.

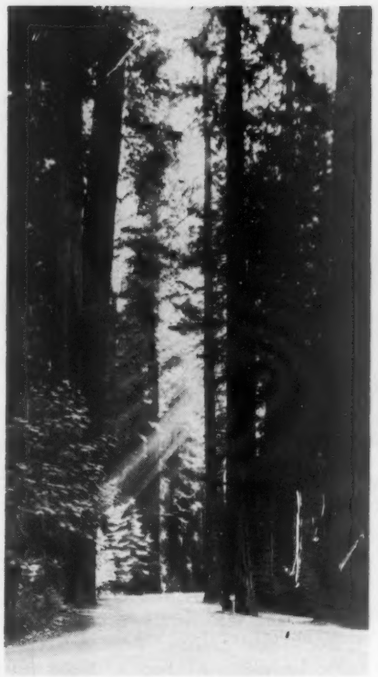


San Antonio Chamber of Commerce

THE ALAMO, shrine of Texas liberty, is San Antonio's pride

SAN FRANCISCO, beautifully situated on a hilly peninsula between the Pacific ocean and San Francisco bay, is a compactly built, enterprising and highly interesting city. Its hotels and restaurants are world famous. Its downtown district can be explored comfortably on foot; there are well organized sightseeing bus trips reaching other places of interest within the city, as well as other points in the San Francisco Bay area. The climate is equable, seeming rather cool in summer; fogs are frequent, but they often do not extend up the peninsula or to the cities across the bay. Californians, Inc., helps visitors plan their stay to the best advantage. Chinatown, largest concentration of

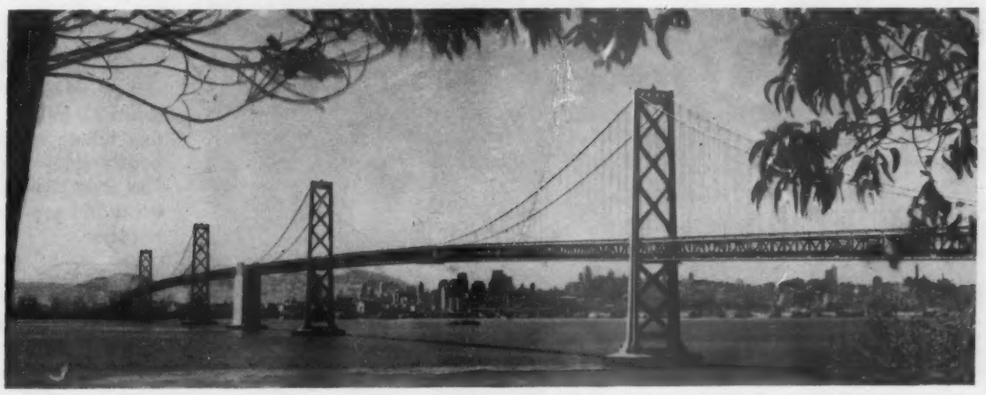
Chinese in America, has quaint shops and inviting restaurants, and joss houses, temples and even a Chinese telephone exchange. Portsmouth square, on the edge of Chinatown, is the heart of the San Francisco of the gold rush period, and a few buildings of that era remain. Telegraph hill, beyond, is marked by Coit Memorial tower, with an observatory commanding a superb view of the city, San Francisco bay, the Golden Gate (the strait connecting the bay and the ocean), and the bordering mountains beyond. Hills in the heart of the city, some climbed by quaint cable cars, are crowned by apartments and hotels that also have fine views. Golden Gate Park, stretching from the city's heart to the sea, has miles of roads and bridle paths. Along the ocean shore are seashore amusements, a great outdoor salt-water plunge, a zoo, and the famous Cliff House, overlooking wave-beaten rocks where sea lions congregate. At the tip of the peninsula is the Presidio, a large military reservation with scenic drives, and beyond it the great Golden Gate bridge reaches toward northern California. At the inner end of the Golden Gate is Fisherman's Wharf, with popular seafood restaurants. South of the city are two race tracks, Tanforan and Bay Meadows. *Palo Alto* is the seat of Stanford University, with handsome quadrangles of mission-style buildings, a church embellished with notable exterior mosaics, an art collection, and the towering Hoover library. North of San Francisco, across the Golden Gate, are other picturesquely located residential suburbs. Buses reach *Muir Woods National Monument*, one of the finest accessible redwood grooves, where these extraordinary trees grow luxuriantly. Beyond is *Mt. Tamalpais*, with a road to the summit, where the view of ocean, bay and mountains is spectacular. From San Francisco the main highway north (scheduled bus tours) reaches numerous fine stands of magnificent redwoods, bits of the primeval forest preserved for nature lovers. East of San Francisco, across the bay, which is spanned by a remarkable bridge, over 8 miles long, are Berkeley, Oakland, and other important industrial and residential cities. *Oakland* is the terminus for through transcontinental trains and a busy port, where both the Army and the Navy have important supply bases. Imposing buildings border the park surrounding Lake Merritt, where wild ducks abound in winter. Oakland's city rose garden is noteworthy, as are the art and natural history exhibits. Mills College is beautifully situated on hills overlooking the bay. North of Oakland is *Berkeley*, with a popular yacht harbor and shore park; it is the seat of the University of California, one of the world's largest. Its great white, red-roofed buildings, on a spacious landscaped campus, are grouped around a tall campanile. Collections in the libraries and museums include fine arts, natural history, and historic manuscripts and relics. The stadium seats 78,000. Parks on hills back of the city have complete recreational facilities, and scenic drives connecting Berkeley and neighboring cities.



Union Pacific

THE REDWOOD HIGHWAY, leading north from San Francisco, winds through forests of giants

SANTA BARBARA is a beautifully located residential city, facing south on a brilliantly blue crescent bay, and protected on the north by high mountains. Santa Barbara College has a lovely setting near the notable Santa Barbara Mission, one of the best preserved and most complete of the famous mission chain. There are homes built in the Mexican period in the older part of the city, and visitors enjoy the courthouse (considered the most beautiful in America, magnificently decorated; fine views from its tower); the museums of art and natural history, the botanical garden, and delightful scenic drives in the hills and along the shore. There is a lovely beach, and surf and deep sea fishing are popular. Annual celebrations include the Old Spanish Days (mid-August) and a marine fiesta (early July). In spring and early summer, when the flowers are specially abundant and brillant, there are organized garden tours, starting from the midcity recreation center, in which visitors may see many beautiful private estates.



SAN FRANCISCO BAY is bridged in breath - taking leaps between Oakland and San Francisco

Northern Pacific

Santa Fe

SANTA FE'S ENVIRONS include remarkable sights which range from Puye cave dwellings to popular winter sports centers

SANTA FE differs from other state capitals in its evidences of the influences of Pueblo Indians and early Spanish settlers. It is a center for the New Mexico Pueblo country and attracts many tourists. The annual fiesta (precedes Labor Day) is a gala celebration. The old Spanish city surrounds the plaza, on which the long, low, adobe Palace of the Governors faces. Built about 1610, it now houses collections dealing with the history and Indian culture of the Southwest. Adjacent is the Art Museum. Other paintings and relics are shown in the Mission. St. Francis Cathedral is the burial place of leaders of Spanish explorations and settlement. The Capitol is one of the few important structures not in the Pueblo style. Just south of the city (motor) is the Laboratory of Anthropology, with exhibits of the arts and crafts of the Indians of the Southwest. "Indian Detour" bus cruises, originating in Santa Fe, are one-, two- or three-day trips in the Pueblo country north of the city, taking in the prehistoric Puyé cliff dwellings; the Frijoles Canyon section of *Bandelier National Monument*, which has unusual hewn cave rooms and communicating houses, all built by pre-Columbian Indians; the Indian pueblos of Santa Clara and San Ildefonso (black pottery; tribal dances in January and September); and the noteworthy adobe "apartment houses" of the Indians at *Taos* (tribal dances in January, May, June and September). Taos is a popular art colony with an art museum (including Indian handwork), the home of Kit Carson the scout, and the twin-belfried Spanish church at Ranchos de Taos. Beyond San Ildefonso is *Los Alamos*, headquarters of atomic bomb development (40 miles; motor, not on "detour"). Skiiers flock to Hyde State Park (tow) and *Aspen Basin* (tow, lift) to enjoy this activity (December-April). For big game hunting and trout fishing the Pecos wilderness area, north of *Pecos*, is popular. Pecos (25 miles east; motor) is near Pecos State Monument, with ruins of a Spanish mission and of a large adobe communal house.

Acme Photo

SARATOGA SPRINGS continues to attract thousands every August to see the thoroughbreds run

SARATOGA SPRINGS has been a New York health resort for 150 years. Horse racing, which started here before the Civil War, brings many visitors (the thoroughbreds run in August; harness races in June and September). The state-owned spa, affording mineral water baths and treatments (all year), occupies a harmonious group of buildings in landscaped grounds surrounded by 1,200 acres of woodland which is threaded by footpaths, bridle trails and winding roads. The luxuriant gardens (best in June) and terraced grounds of Yaddo, a former 500-acre private estate now a retreat for artists, also are public. In the city elm-shaded streets lead to Skidmore College (girls) and a convention hall and local history museum (formerly the notorious gambling hall, Canfield's Casino). Nearby (motor) are Mt. McGregor, with the cottage where U. S. Grant died; the state's large tree nursery; Alpine Meadows, a ski center (six tows); and Saratoga Battlefield, a national park, the scene of the decisive battle of the American Revolution (museum; open April through November).

SAVANNAH is a beautiful and historic city, with many houses characteristic of the old South. The azaleas, magnolias and oleanders in its parks and along its boulevards provide a colorful background for its monuments, old churches, museums (Telfair Academy's art exhibits and state historical society) and spacious mansions. Bonaventure Cemetery, with great trees draped in Spanish moss and magnificent plantings of azaleas and other flowering plants, is outstandingly beautiful. Savannah Beach (bus, 22 miles), on the Atlantic, has fine fishing and an excellent bathing beach (May-November). Nearby is Fort Pulaski National Monument, with a historic pre-Civil War masonry fortification.

SEQUOIA NATIONAL PARK has superb canyon and mountain scenery in the high Sierra Nevada, including Mt. Whitney, highest point in the

U. S., but the area's main attraction for visitors is the groves of incomparable sequoia trees, immensely big and immensely old. The General Sherman tree is the largest; others of interest are named for U. S. Presidents. The major groves and scenic points are reached by the so-called Generals highway, a scenic mountain road which winds across Sequoia Park and connects it to the General Grant Grove, part of adjacent Kings Canyon National Park where there are more big trees and spectacular viewpoints. Sequoia Park has other fine primeval forests, tumbling streams, charming lakes, great cliffs, deep canyons, and remarkable rock formations. Trout fishing is encouraged, but wildlife (deer, bear, small animals, many birds) is protected. Easy paths reach many vantage points, and 700 miles of trails (horseback trips) into the remote parts of the park are increasingly popular with outdoors lovers. Rangers conduct nature hikes and campfire programs and there is a natural history museum. Winter sports facilities at Wolverton bowl and Lodgepole draw devotees of skating, snowshoeing and skiing (December-March). The park is reached (bus, motor) from Fresno (90 miles), Visalia (50 miles). Bakersfield and other San Joaquin valley points, with service in summer by scheduled all-expense sightseeing tours.

SHENANDOAH NATIONAL PARK extends 75 miles along the wooded crest of the Blue Ridge, along which runs the scenic Skyline Drive, commanding remarkable views over the Piedmont to the east and across the broad Shenandoah valley to the Alleghenies. Trails reach waterfalls, shady ravines and rock summits. The forests include over 100 varieties of trees, and the spring wildflowers grow profusely. The park season is May-October, and blossoms and autumn foliage give the region brilliant color through that period. Most conspicuous are the redbud, dogwood, azaleas, mountain laurel, goldenrod and wild asters, among over 800 species of flowering plants in the park. Trout fishing brings devotees of that sport in the spring. The park is a wildlife preserve.

SUN VALLEY, an Idaho resort in a sheltered bowl-like intervale, with nearly every variety of recreation not dependent on salt water, is a Union Pacific property. Surrounded by mountains, it has skiing terrain unsurpassed in America (eight lifts), and Hollywood stars, headline athletes, and sports enthusiasts congregate in winter for skiing, skating, tobogganing, sledding, trap shooting and even swimming (outdoor warm water pool). In summer, too, come sportsmen, hunters, fishermen, swimmers and less active vacationers. West and north are the Sawtooth and Challis National forests, both offering big game hunting, fishing, and the scenery and recreation opportunities of forested mountains.

TEXAS AND SOUTHWESTERN RAILROADS' TRAIN SERVICE: Southern Pacific through trains between Los Angeles and New Orleans, via Phoenix and Tucson, serve El Paso, Marathon, San Antonio and Houston, connecting from San Francisco and the Pacific Northwest and from Florida and the South. Other S.P. trains or through cars New Orleans-Galveston, Houston-Austin, Houston-Shreveport, Houston-Corpus Christi, and Houston-Dallas, serving Bryan (College Station by bus).

Missouri Pacific lines through trains between St. Louis and Fort Worth, via Little Rock, serving Dallas, have through cars from Memphis, from New York (via Pennsylvania, serving Philadelphia, Columbus, Indianapolis), and from Washington (via Baltimore & Ohio, serving Cincinnati). M.P. St. Louis-San Antonio trains, serving Austin, have through cars from New York (via Pennsylvania, serving Philadelphia, Columbus, Indianapolis). M.P. St. Louis-Houston trains have through cars from Galveston, from Memphis and from New York (via Pennsylvania, serving Philadelphia, Columbus, Indianapolis). Other M.P. lines trains or through cars between Houston-Corpus Christi, Houston-Brownsville, San Antonio-Corpus Christi, San Antonio-Brownsville, New Orleans-Houston via Baton Rouge, and Houston-College Station. In conjunction with the National of Mexico, M.P. lines have San Antonio-Mexico City trains.

Missouri-Kansas-Texas—Frisco joint through trains between St. Louis and Antonio, serving Dallas, Waco and Austin, have through cars from Fort Worth, from Washington (via B. & O., serving Cincinnati) and from New York (via Pennsylvania, serving Philadelphia, Columbus, Indianapolis). Other M.-K.-T. trains between Kansas City-San Antonio, serving Denton, Dallas, Fort Worth, Waco, Austin.

Santa Fe through trains between Chicago and Galveston, via Kansas City, Wichita and Oklahoma City, serving Fort Worth and Houston, have through cars Fort Worth-Dallas-Houston-Galveston. Other Santa Fe service El Paso-Albuquerque (connecting for Santa Fe, Denver), and Houston-Clovis, N. M., serving Lubbock, with through Dallas-Fort Worth-Los Angeles sleeper and through San Francisco (Oakland)-Houston sleeper (for New Orleans by M.P.).

NYSPIX—Commerce

THOUSAND ISLANDS sightseers embark from either the New York or Ontario shores

Rock Island through trains between Minneapolis-St. Paul and Houston, via Des Moines and Kansas City, serving Fort Worth and Dallas.

Burlington lines through trains between Denver and Dallas, via Colorado Springs, serving Fort Worth.

Texas & Pacific through trains between New Orleans and Fort Worth, via Shreveport, serving Dallas, and between Dallas and El Paso, serving Fort Worth and Abilene, with through New York-El Paso sleeper (by Pennsylvania-Missouri Pacific, via Philadelphia, Columbus, Indianapolis, St. Louis, Little Rock) through Los Angeles-Dallas sleeper (by Southern Pacific, via Phoenix and Tucson).

Bus connections Houston-Galveston, Houston-College Station, San Antonio-Corpus Christi, San Antonio-Brownsville, Dallas-Denton, and Dallas-Fort Worth.

THOUSAND ISLANDS, in the St. Lawrence river, shared by New York and Ontario, are visited by boat (2½-hour, "50-mile ramble") from *Clayton* or *Alexandria Bay*, riverside summer resorts. Many of the islands have summer homes, others are state property where campers are welcome. Clayton has an annual canoe regatta (mid-August). *Canton* is the seat of St. Lawrence University. *Watertown* is the principal city in this district, and is a gateway to both the Thousand Islands area and to the west side of the Adirondacks.

TRAVERSE BAY resorts attract thousands of Michigan vacationers. Resorts include *Traverse City*, the area's prin-

cipal city, where the annual Cherry Festival (mid-July) is a gala event. The bay gives sea-trout trollers ample opportunity to enjoy this sport. Drives around Old Mission peninsula and Leelanau peninsula, particularly in cherry blossom time, are rewarding. *Beulah*, on Crystal Lake, has fine fishing; ice fishing in winter is popular with hardy sportsmen. *Charlevoix* is in the center of an area covered with summer homes and cottages of families who find refuge here from the heat of Midwestern cities. Bathing, yachting, golf and other outdoor sports are enjoyed. The fishing is good, and winter sports facilities are growing in popularity. *Petoskey* has a winter sports-carnival (early February) and an annual Indian pageant (late July). There are many summer homes on the nearby lakes, and all outdoor sports are enjoyed. *Bayview* (adjacent) has a summer religious gathering and music school. *Harbor Springs* is another popular summer resort, where Lake Michigan's waters afford relaxation. A popular motor road skirts the scenic shore north along the mouth of Little Traverse bay.

TRUCKEE, Cal., is a gateway to winter sports facilities in the Tahoe National Forest, and to Lake Tahoe. *Norden* (10 miles, bus, motor, Southern Pacific train) and vicinity have fine facilities for all snow sports, and skiers flock there in the season (November-May). *Lake Tahoe*, unbelievably blue, surrounded by snow-crowned peaks, is one of the world's great beauty spots. It is encircled by a 75-mile highway (bus, motor) connecting dozens of small resorts, and there is a round-the-lake boat service. Recreation grounds are provided on the shore by the forest service, and there are roads and trails into the mountains.

TUCSON, with an exceptionally sunny dry climate, is a winter resort of growing popularity. The season's peak (February) is marked by a festival and rodeo, Fiesta de los Vaqueros. Nearby are dude ranches and sportsmen's camps. The University of Arizona, with a large group of modern buildings, has the state museum (natural history, Indian relics) and an astronomical observatory. South 9 miles (bus or motor) is the Mission of San Xavier del Bac, possibly the finest of all Spanish missions in the country, interesting for its history, architecture, and notable interior decoration. Indians at San Xavier have fiestas in early October and early December. Other drives from Tucson are to Sabino Canyon, a forest service recreation area (swimming, hiking) in the Santa Catalina mountains; Saguaro National Monument, which has many varieties of cactus (blossoms, late spring); Mount Lemmon recreational area, high in the mountains, with facilities for sports, including skiing; the Yaqui Indian village (Easter festival); and Tucson's mountain park, which has a 35-mile drive through arid mesas and greener uplands, with cactus in profusion.

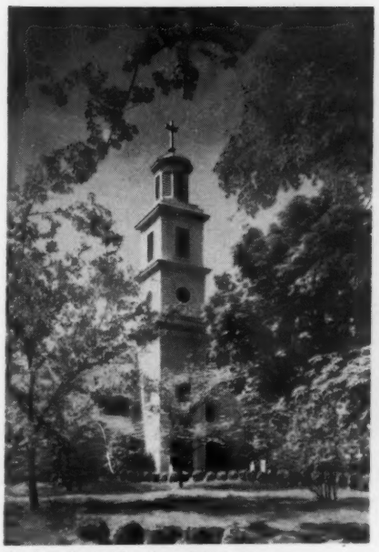
UPPER MICHIGAN has cool summers, fine hunting (duck, deer, partridge, small game) and fishing (perch, pike, muskellunge, whitefish, bass), and long bitter winters favorable to all winter sports. The peninsula stretches along the south shore of Lake Superior from Sault Ste. Marie west almost to Ashland, Wis. In this whole area there are no large cities. *Sault Ste. Marie*, Mich., and its twin city in Ontario, separated by the important ship canals connecting Lake Superior and Lake Huron, are gateways to the wilds of northern Ontario as well as to the upper Michigan peninsula. There is an arena for ice skating. Annual events include a winter sports carnival (February), smelt fishing jamboree (May) and ice revue (August). From *St. Ignace* ferries connect to Mackinaw City on the lower Michigan peninsula, and to Mackinac Island. Around Les Cheneaux Islands, to the east, are renowned boating and fishing waters. *Blaney Park* is a year-round resort, with good fishing and hunting, facilities for the usual outdoor sports, miles of woodland roads and trails, and snowshoeing, sleighing and skiing. *Manistique* is a gateway to Hiawatha National Forest, with recreation facilities, fishing and hunting. *Escanaba*, like Manistique a Lake Michigan port, is a boating and winter sports center, with a popular winter carnival (February), summer festival (early July), smelt jamboree (April) and the Upper Peninsula state fair (mid-August). *Marquette*, with a scenic location on bluffs overlooking Lake Superior, has busy iron ore docks, a teachers college, and facilities for winter sports. *Ishpeming*, a mining town, has ski jumps and elaborate winter sports facilities. *Hancock* and *Houghton* are separated by a canal much used by ore boats. Houghton has the Michigan College of Mining and Technology. There is a stadium for hockey, and ski jumping and other winter sports are popular (winter carnival). North of Hancock is Keweenaw peninsula, on which are *Calumet* and *Copper Harbor*. Boats on Lake Superior connect Copper

Santa Fe

TAOS, in Northern New Mexico, is an inhabited Indian community of great interest

Southern Pacific

TUCSON winter visitors are entertained by Yaqui Indians performing ceremonial dances



Virginia State Chamber of Commerce

VIRGINIA'S SHRINES include this scene of Patrick Henry's "liberty or death" speech

Harbor and *Isle Royale National Park,* an immense wilderness area and wild animal preserve with a rugged coast line and dense forests. Fishing is marvelous. The season is mid-June to mid-September.

WASHINGTON entertains more visitors, with the possible exception of New York, than any city in America. They come to see their government in action, to see its historic shrines and monumental magnificence. Bus tours and taxis take strangers on carefully scheduled rounds to the outstanding points of interest in the city and its environs. The Capitol is a good place to begin; if Congress is in session any senator or congressman will provide cards to the galleries; the statuary and paintings and decorations can be seen any day. Opposite the Capitol is the Library of Congress, ornate but much admired, where visitors see the original Declaration of Independence and Constitution and a vast collection of historic manuscripts, maps, rare volumes and prints. Next is the austere Supreme Court building, adjoined by the Folger Shakespeare Library, with a theater of the dramatist's time. Following Constitution avenue the visitor comes first to the National Gallery of Art (Mellon gallery), with one of the world's best collections of paintings; then to the National Archives (displaying historic documents), the Department of Justice (conducted tour through the F.B.I.); and the National Museum (three buildings, a museum of natural history and fine arts, a museum of technology and science, and the Smithsonian Institution's graphic arts exhibits). Beyond the Freer gallery (oriental arts and works of Whistler), is the Bureau of Engraving and Printing, where the visitor sees currency and stamps in the making. To the north are the White House (not open in 1951; the President's temporary residence, Blair house, faces it), and, nearby, the Corcoran Gallery of Art (another outstanding collection of fine arts, the American Red Cross headquarters, the D.A.R.'s Memorial Continental Hall, and the Pan American Building (decorations and exhibits from Latin American states). West again on Constitution avenue, passing more magnificent marble and limestone structures, the visitor arrives at the Lincoln Memorial, from which he looks west across the Potomac to Arlington and east over a reflecting pool to the Washington Monument and the distant dome of the Capitol. The top of the monument (elevator) has an observation gallery with a view of the whole District of Columbia, the Potomac River valley, and wide reaches of Maryland and Virginia. South of the monument is the tidal basin, around which are the famous Japanese cherry trees (bloom varies, usually early April), with the classic white Jefferson Memorial beyond. Northwest from the White House is Georgetown, the oldest section of the city, with many charming small houses and a few great ones (Dumbarton Oaks), with formal gardens and a large wooded park, and Dumbarton house, the Colonial Dames headquarters (wonderful antiques). Other points of interest in the Northwest section are the National Geographic Society and the Scottish Rite Temple, the Washington Cathedral (a great Gothic structure, uncompleted; fine stained glass, Wilson's tomb and a lovely Bishop's garden), and Rock Creek Park, at the lower end of which is the National Zoo (outstanding for birds and reptiles). The Northwest section has the principal foreign embassies (not open); the British, on Massachusetts avenue, is the most imposing. Colleges in Washington include Georgetown University, American University and George Washington University, all in the Northwest section; Howard University (Negro), north of the Capitol; and Catholic University and Trinity College in the Northeast section. In Catholic University's spacious grounds the National Shrine of the Immaculate Conception, a great basilica, is under construction; visitors may see the completed sections, magnificently adorned. Beyond is the Franciscan

Baltimore & Ohio

WASHINGTON MONUMENT framed in cherry blossoms, a scene for every album

monastery, with interesting chapels and shrines and a delightful garden. Still farther, in Maryland at suburban *College Park,* is the large campus of the University of Maryland (large modern brick buildings). Across the Potomac, in Virginia (bus) are the enormous Pentagon (not open), surrounded by a maze of highway "cloverleafs," *Arlington National Cemetery* (with tens of thousands of soldiers' graves, the tomb of the Unknown Soldier, a marble amphitheater, and beautiful, stately Arlington house, home of Robert E. Lee, furnished with antiques). Another bus trip in Virginia takes the visitor through *Alexandria,* which has solid blocks of well-kept colonial houses, Christ church (with Washington's pew), historic Gadsby's tavern and Carlyle house, and the National Masonic Memorial to Washington. Below Alexandria, on the Potomac, is *Mount Vernon,* magnificently kept and perfectly furnished home of Washington. Visitors come to Washington in all seasons; spring is the most popular, summer is sometimes very hot. Entertainment includes American League baseball, professional football, boat races, the spring Cherry Blossom festival, and the President's Inauguration (January each fourth year).

TRAIN SERVICE: Baltimore & Ohio through trains between Chicago and Washington, Detroit and Washington, Cleveland and Washington and St. Louis and Washington, serving Louisville, Cincinnati, Athens, Parkersburg, Clarksburg, Toledo, Akron, Youngs-

Virginia State Chamber of Commerce

WASHINGTON'S HOME is on the itinerary of most visitors to the national capital

National Park Service

WESTERN FLORIDA has jungles and swamps as well as lively cities and wonderful beaches

town and Pittsburgh, with through sleepers between San Diego-Los Angeles and Washington (by the Santa Fe), San Antonio-Austin and Washington (by the Missouri Pacific) and Fort Worth-Dallas and Washington (by the Frisco-M.K.T.). Through trains Washington-New York, via Baltimore, Wilmington and Philadelphia.

Pennsylvania through service between Chicago and Washington, Detroit and Washington, Cleveland and Washington and St. Louis and Washington, all via Pittsburgh, Harrisburg and Baltimore, serving Indianapolis, Columbus, Newark (Ohio) and Toledo, with through cars between Houston and Washington (by Missouri Pacific). Also through P.R.R. trains between Buffalo and Washington, via Baltimore, Harrisburg and Williamsport, with through Erie-Washington sleeper. P.R.R. through trains between Washington and New York, via Baltimore, Wilmington, Philadelphia, Trenton and Newark, and P.R.R.-New Haven through trains between Washington and Boston, serving the same points and also New Haven, New London and Providence, with Washington-Springfield, Mass., sleeper. Also Washington-Montreal through service and through sleepers in summer between Washington and Ellsworth (bus for Bar Harbor) via Portland and Bangor.

Southern through trains between New Orleans and Washington, Memphis and Washington and Atlanta and Washington, serving Mississippi Gulf Coast resorts, Mobile, Birmingham, Chattanooga, Knoxville, Charlotte, Greensboro, Roanoke, Lynchburg, Charlottesville and Alexandria, with through cars Shreveport-Washington via Vicksburg and Jackson, Asheville and Winston-Salem-Washington, and Augusta-Aiken-Columbia-Washington.

Chesapeake & Ohio through service between Cincinnati and Washington and Louisville and Washington, serving Lexington, Ky., Huntington, Charleston, W. Va., White Sulphur Springs, Staunton and Charlottesville.

R.F. & P. trains between Richmond and Washington, via Fredericksburg and Alexandria.

Seaboard Air Line through trains between Miami and Washington, serving Jacksonville, Ocala and East Coast of Florida resorts West Palm Beach-Miami, and between St. Petersburg and Washington, serving Clearwater and Tampa; these trains run via Thalmann (bus for Brunswick), Savannah, Columbia, Southern Pines (bus for Pinehurst), Raleigh, Petersburg and Richmond, and have through sleepers, between Venice-Sarasota-Bradenton and Washington. Other S.A.L. through trains between Birmingham and Washington, serving Atlanta and Athens.

Atlantic Coast Line through trains between Miami (by Florida East Coast) and Washington and between St. Petersburg and Tampa and Washington, serving St. Augustine and Florida East Coast resorts Daytona Beach-Miami, also Clearwater, Ocala, Leesburg, Gainesville, Lakeland, Orlando and Jacksonville; these trains run via Nahunta (bus for Brunswick), Savannah, Charleston, Florence, Rocky Mount, Petersburg and Richmond, and have through sleepers between Sarasota-Bradenton and Washington, Wilmington, N.C., and Washington, and Augusta and Washington.

Bus connections Washington-Annapolis; Washington-Alexandria; Washington-Gettysburg; Washington-Shenandoah National Park-Charlottesville (in summer).

WEST COAST RESORTS of Florida reach from Tarpon Springs to Naples. The chief business center is *Tampa;* an important port on Tampa bay. Cigar making is a major industry. The city has a municipal pier (fishing), and fishing boats are well patronized for trips into the Gulf of Mexico (tarpon tournament, July). There are luxuriant shrubs and flowers in the parks and large estates. The University of Tampa has a Moorish-type main building in landscaped grounds. There is dog racing just north of the city (January-April) and Sunshine Park has horse racing (January-February). The year's big event is the state fair and Gasparilla Carnival (February). West of Tampa, on the shore of the beautiful blue Gulf of Mexico, are Tarpon Springs, Dunedin and Clearwater. *Tarpon Springs* has picturesque bayous, sports facilities and fine deep sea and fresh water fishing to entertain visitors, but its big attraction is the colorful sponge fleet. The Greek cross ceremony (January 6) attracts thousands. *Clearwater* has facilities to accommodate a large influx of winter vacationers. There is a yacht club (snipe regatta, March) and a beach club, and abundant recreational facilities are provided. *Belleair* is an adjacent community of winter homes. Sunny *St. Petersburg,* stretching between the gulf and Tampa bay, is the largest West Coast resort. Visitors enjoy a large pier, complete recreational facilities, yacht basins, the world's biggest shuffleboard club and thousands of green benches on the sidewalks. There is a dog track (racing January-April); and the deep sea fish-

ing is highly regarded (kingfish derby, April; tarpon derby, May-July; weakfish, January; sheepshead, November; redfish, August). For smaller fish, anglers line the piers and bridges at all seasons. Adjoining St. Petersburg on the gulf side is a string of sand keys, with accommodations for visitors and magnificent beaches. *Pass-a-Grille* is the outermost of these popular island resorts. On the mainland, south of Tampa, is *Bradenton,* on the Manatee river (fine fishing), with auditorium, pier, yacht basin, and the usual outdoor sports facilities. *Sarasota* has a wonderful wide beach on the gulf, Lido Beach, with a casino, pool, and other accommodations. Yachting and the usual outdoor sports are provided for, and the fishing is fine (tarpon tournament, June-August). A fiesta in February adds gaiety to the winter season. In addition, Sarasota has the splendidly housed Ringling Museum of Art (many old masters, especially Rubens), the bay-front Ringling mansion (a Venetian palace in beautifully landscaped grounds), and a circus museum. The Ringling Brothers-Barnum & Bailey circus is in winter quarters in Sarasota December-March, giving regular exhibitions. *Venice,* below Sarasota, is another center for tarpon fishing, as is *Boca Grande,* which has fine estates and sports and bathing facilities. *Punta Gorda,* on Charlotte Harbor, has a winter fishing contest (trout, bass, redfish) and also caters to devotees of tarpon fishing. There are facilities for boating and outdoor sports. *Fort Myers,* on the Caloosahatchie river, has a balmy winter climate which has led many Northerners to build winter homes on its palm-bordered streets. Tarpon (June-September) and other deep sea fish are brought in to Fort Myers docks in numbers, and the usual sports facilities are available. Edison's home is maintained as a museum, and the Pageant of Light (February) is a gala annual event. The museum of shells, on the edge of the city, is remarkable. A superb gulf beach, Fort Myers Beach, is 15 miles south (bus). *Naples,* on the Gulf of Mexico at the edge of the Everglades, likewise has a splendid wide white beach, and facilities for fishing. Hunting for wild turkey, bear and deer appeals to sportsmen.

Florida East Coast

PALM BEACH, like other Florida coast resorts, has many attractions

WHITE MOUNTAINS scenery and cool summers have attracted generations of vacationers and sightseers. The ranges are divided by picturesque notches threaded by railroads and highways. Gateways are Plymouth on the south, Woodsville, Littleton and Lancaster on the west, and North Conway and Gorham on the east. These towns have accommodations for travelers, as do resort centers in the mountains, such as Jackson, Randolph, Jefferson, Dixville Notch, Whitefield, Maplewood, Bethlehem, Franconia, Fabyan and Bretton Woods. The mountains are beautifully forested except on their rocky summits. The outstanding peak is *Mt. Washington,* reached by cog railroad from Base Station (near Fabyan and Bretton Woods) and by automobile from Glen House (bus). The view from the summit reaches from Montreal to the Atlantic ocean, encompassing peaks and valleys, farmlands and lakes and haze-blue distances. *Lost River* (rock formations, falls, wildflower gardens) is on the Kinsman Notch road; Franconia Notch has the *Flume* (cascades), *Great Stone Face* and *Cannon Mountain* Lift (cable-borne tram cars to summit, superb view, popular ski trails include a steep 2½-mile run); Crawford Notch has cascades. *Jackson,* center for summer visitors and winter sports enthusiasts *(Thorn Mountain* lift, trails, slopes) and Glen Ellis falls are on the Pinkham Notch road; *Dixville Notch,* far north of the most frequented resort district, is wilder and rockier than the others. *Berlin,* a factory town, has a spectacular ski jump; *Bethlehem,* with hotels, shops and recreation grounds, has a magnificent view of the mountains from Mt. Agassiz; *Bretton Woods* has fashionable hotels and handsome summer homes; *Gorham* has superb views and a wonderful birch-bordered drive down the Androscoggin river; *North Conway* has ski runs on Cranmore Mountain (tramway) and a great viewpoint, Cathedral Ledge; and *Randolph* and *Jefferson* have the appeal of wider vistas and stone-fenced farms.

WHITE SULPHUR SPRINGS, W. Va., fashionable and historic year-around vacation and health resort, has vast park-like grounds in an Allegheny Mountain intervale. Nearby forest areas provide fishing and hunting, and there are varied outdoor sports.

WILLIAMSBURG, Va., is a college (William & Mary) and tourist town. It also is a reconstructed colonial city, where the British flag still flies over the Capitol cupola. Along the streets are taverns, artisan's shops, and stately and simple homes in beautiful gardens, as well as the colonial government buildings. The regular tour includes the Capitol, the colony's gaol, the Raleigh tavern (where Phi Beta Kappa was organized), the public magazine (or armory), the Ludwell-Paradise house (one of the finer town houses of the colonial planters), the Wythe house (home of a signer of the Declaration of Independence) and the Governor's Palace, with remarkable formal gardens. In addition, strangers visit Bruton Parish church and the Wren building of William & Mary College, built in 1695. Walks past other homes and gardens are rewarding. South of Williamsburg 6 miles (motor) is *Jamestown,* with the historic ruins of the first permanent English settlement in America. East of Williamsburg 13 miles, by a landscaped parkway, is *Yorktown,* like Jamestown a part of the Colonial National Monument. The town has charming colonial buildings, most of them private. The

Virginia State Chamber of Commerce

WILLIAMSBURG is a reconstructed colonial city where visitors see how their forefathers lived

National Park Service

YELLOWSTONE NATIONAL PARK has tremendous waterfalls, a colorful canyon and amazing geysers

National Park Service

YOSEMITE NATIONAL PARK pleases thousands with inspiring views and abundant outdoor life

Moore house, beyond the town, sheltered the officers who negotiated the terms of Cornwallis' surrender. The park service has reconstructed entrenchments and put up markers to tell the story of this final battle of the Revolution.

WISCONSIN LAKES REGION has many resorts for fishermen, hunters, campers, and lovers of outdoor life, and a number of them also have facilities for winter sports. Muskellunge and wall-eyed pike are much sought in the dozens of lakes and streams, and hunters find ducks, geese, bear, and native game birds. The principal town in the area is *Rhinelander;* others are *Woodruff-Minocqua, Tomahawk, Three Lakes,* and *Eagle River.*

YELLOWSTONE NATIONAL PARK is world-renowned for its geysers; there are around 3,000 geysers and boiling pools. Almost equally appealing are its waterfalls, colorful canyon, great lake and hot springs; its friendly (but dangerous) bears, its deer, elk, buffalo and mountain sheep; its evergreen forests and acres of wildflowers of hundreds of varieties; its fine fishing, high summits, and cool, clear, pollen-free mountain air. The park has 900 miles of trails and 300 miles of roads, but the average visitor confines his trip to the so-called loop highway which reaches the outstanding points of interest. This loop is connected by spurs to each of the park entrances, through all of which buses are operated in conjunction with around-the-loop bus service. Bus operations are coordinated with train service at the several rail gateways to the park, and tours may be arranged to enter at any entrance and leave either at the same or any other entrance. The Union Pacific serves West Yellowstone gateway; the Burlington the Cody and Billings gateways, the Milwaukee the Gallatin gateway, and the Northern Pacific the Livingston and Billings gateways. All-expense bus tours may be included in railroad tickets, these being of two, three, or more days' duration. Principal centers of accommodations and natural wonders on the 144-mile loop road, starting at the north entrance, are: Mammoth Hot Springs, Norris Geyser Basin, Old Faithful, Yellowstone Lake, Yellowstone Falls and canyon, and Tower Falls. The regular touring season is late June to mid-September. Of the approach roads, that from Cody to the east entrance traverses a scenic red-walled canyon hardly inferior to the park's attractions, and the less-used road from Billings via Bear Tooth pass, reaching an elevation of about 11,000 ft., is one of the most spectacular rides in the Rockies. The roads from Livingston and Gallatin Gateway follow mountain-walled river valleys. The south entrance connects with *Grand Teton National Park* (bus service), with some of America's finest alpine scenery. This park challenges expert mountain climbers with its precipitous cliffs, majestic peaks and hanging valleys. Trails for horseback or hiking lead to charming lakes, breath-taking viewpoints and wildlife haunts. The highway from Yellowstone Park skirts Jackson Lake and Jenny Lake, from which there are inspiring views. In the vicinity are dude ranches, wildlife preserves, and fine fishing.

YOSEMITE NATIONAL PARK includes the renowned Yosemite valley, and also a great mountain wilderness country reaching to high summits of the Sierra Nevada. Of various roads into the park the most used start at Merced and Fresno (bus, motor). The valley has the principal accommodations, and here the visitor sees the magnificent waterfalls, the great sheer domes and pinnacles of rock forming the canyon walls. The falls are best in May and June; then, and on week-ends through the summer, the valley may be very crowded. Outdoor entertainments, ranger lectures and a museum are provided. The valley is open all year; mountain roads are closed in winter. Motor service is available from the valley to Glacier Point via Badger Pass. The view of the valley from Glacier Point is the climax of Yosemite panoramas. *Badger Pass* is an attractive winter sports center, very popular with skiers (lift, tows). Other accessible attractions in the park are the big tree groves, second only to those in Sequoia National Park, the cascades and gorges and the wildflowers of the Tuolomne meadows, and the views of lakes, mountains, streams and forests from outlooks on the roads north and east of the valley.

ZION NATIONAL PARK is a region of spectacularly colorful canyons and verdant intervales along the Virgin river. Its outstanding features are the gigantic rainbow-hued rock formations (thrones, temples, domes and pyramids), seen from the highway used by park buses and by trails for horseback riders, hikers and mountain climbers. Usually visitors see Zion on combination tours taking in the Grand Canyon north rim and Bryce Canyon, reached through a mile-long tunnel cut in the side of a cliff (windows afford fine canyon views). The principal entrance is Cedar City (Union Pacific sleepers in summer), which also is an outfitting point for mountain lion and deer hunters.

GENERAL NEWS

1950 Deficit from Passenger Services Was $508.5 Million

I. C. C. bureau shows that $141.1 million improvement over 1949 was due principally to retroactive mail pay; "Monthly Comment" also has figures indicating that a dollar paid in wages bought 40.9 per cent fewer gross ton-miles in 1950 than in 1939

Last year's passenger-service deficit of Class I railroads amounted to $508.5 million, a decrease of $141.1 million from the all-time peak deficit of $649.6 million reported for 1949, according to figures presented in the latest "Monthly Comment" issued by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission. The "Comment" also had other figures showing that a dollar paid in wages by Class I roads bought 40.9 per cent fewer gross ton-miles in 1950 than in 1939.

An important factor in keeping the 1950 passenger-service deficit below the 1949 figure was the inclusion in last year's passenger-service revenue of retroactive mail pay amounting to about $149 million, of which about $42 million was applicable to 1950 and $107 million to the period from February 19, 1947, to December 31, 1949.

Effect of Mail Pay

If this $107 million is deducted from the 1950 revenue from passenger and allied services, the deficit would become $615.5, the bureau calculated. It went on to point out, however, that while the $107 million had the effect of reducing last year's reported passenger-service deficit, it also reduced the 1950 freight service net profit by about $45 million—"the estimated amount of the federal income taxes on the additional mail pay."

The latter statement was followed by this explanation: "Under the commission's rules governing the separation of operating expenses, taxes, etc., between freight and passenger services, income taxes are apportioned by class of service in accordance with the separation of net railway operating income before deducting federal and state income taxes. If the result for one service upon that basis is a deficit, income taxes are assigned to the other service showing an income."

Last year's net railway operating income from freight service amounted to $1,547.8 million. The reported passenger-service deficit of $508.5 million absorbed nearly one-third (32.9 per cent) of this, to make 1950's composite net railway operating income from all services $1,039.8 million. The 1949 passenger-service deficit absorbed 48.6 per cent of that year's net railway operating income from freight service.

As for the 1950 net railway operating income from freight service, the bureau noted that it was 15.9 per cent above that of 1949 and "only 0.8 per cent below the all-time peak of $1,561 million reported for 1948." Attention was also called to the fact that the operating expenses related "solely" to passenger and allied services accounted for 72.7 per cent of the total 1950 operating expenses reported for such services; and that 27.3 per cent consisted of the passenger services' proportion of operating expenses that were common to both freight and passenger services.

Results by Roads

The results from passenger and freight services for the past 15 years are shown in one of the tables, which is reproduced from the "Comment." In another table, also reproduced from the "Comment," are figures comparing the 1950 and 1949 results for 35 large roads (which accounted for 84 per cent of the freight revenue and 88 per cent of the passenger revenue of all Class I roads in 1950).

Discussing the showing of the 35 roads, the bureau noted that all had passenger-service deficits in both 1949 and 1950, but the 1950 deficit in each case was smaller. Thirty-one of the 35 roads had larger net railway operating income from freight service in 1950 than in 1949. The four with decreases in freight-service net were the New York Central, the Missouri-Kansas-Texas, the St. Louis Southwestern, and the Texas & New Orleans.

Lower freight-service operating ratios were reported for 1950 than for 1949 by all but three of the listed roads—N.Y.C., Pennsylvania, and T.&N.O. All 35 roads showed lower passenger-service operating ratios in 1950 than in 1949—"largely because of retroactive mail payments," the bureau said. It went on to point out that only the New York, New Haven & Hartford had a passenger-service ratio of less than 100 in either year.

There was also in this article another table which showed results by territories. Last year's territorial deficits and operating ratios for passenger service were as follows: Eastern district, $191.4 million and 117.7; Pocahontas region, $89.6 million and 146.6; Southern region, $64.3 million and 122.9; Western district, $229.9

Net Railway Operating Income

Year	Freight service Millions	Passenger service Millions	Total * Millions
1936	$891.7	d $233.3	$667.3
1937	827.1	d 241.6	590.2
1938	626.3	d 255.3	372.9
1939	837.9	d 250.9	588.8
1940	942.5	d 262.1	682.1
1941	1,223.1	d 226.1	998.3
1942	1,394.4	89.3	1,484.5
1943	1,080.0	279.8	1,359.8
1944	871.3	234.1	1,106.3
1945	620.6	230.1	852.1
1946	759.7	d 139.7	620.1
1947	1,206.4	d 426.5	780.7
1948	1,561.0	d 559.8	1,002.0
1949	1,335.5	d 649.6	686.5
1950 p	1,547.8	d 508.5	1,039.8

*—Includes relatively small amounts not related to freight or passenger services.
d—Deficit.
p—Preliminary figures.

In the Week's News . . .

HIGHLIGHTS

DEPARTMENTS

Gross Ton-Miles Per Employee Hour and Per Dollar of Wages

Class I line-haul railways

Year	Employee hours paid for Millions	Total employee compensation Millions	Gross ton miles* Billions	Gross ton-miles Per employee hour paid for	Gross ton-miles Per employee dollar of compensation
1939	2,488.6	$1,863.3	1,089.3	438	585
1940	2,615.9	1,964.1	1,181.9	452	602
1941	2,989.8	2,331.7	1,413.2	473	606
1942	3,441.0	2,932.1	1,756.9	511	599
1943	3,816.4	3,520.9	1,939.5	508	551
1944	3,996.9	3,858.0	1,985.3	497	515
1945	3,981.3	3,859.9	1,865.6	469	483
1946	3,633.3	4,170.2	1,662.8	458	399
1947	3,613.4	4,350.2	1,739.7	481	400
1948	3,546.2	4,768.8	1,701.5	480	357
1949	3,019.6	4,419.4	1,487.0	492	336
1950	2,877.5	4,593.7	1,587.9	552	346
Per cent of change 1950 vs. 1939	+15.6	+146.5	+45.8	+26.0	−40.9

* Represent gross ton-miles of cars, contents and cabooses in both freight and passenger services.

million and 130.6. Last year's country-wide operating ratio for passenger service was 124, compared with 1949's 136.7.

Wages and Ton-Miles

The figures showing that a dollar paid in wages by Class I roads bought 40.9 per cent fewer gross ton-miles in 1950 than in 1939 were included in a tabulation of such data—the third table here reproduced from the "Comment." Other general showings of the figures are that employee hours paid for increased 15.6 per cent since 1939, total employee compensation increased 146.5 per cent, gross ton-miles increased 45.8 per cent, and gross ton-miles per employee hour paid for increased 26 per cent.

The bureau's discussion of the latter called attention to the sharp rise since 1946, when a downward trend extending over four years was reversed. "The improvements," it added, "may to some extent reflect the rapid rise in the use of diesel-electric motive power in the post-war years."

Another article embodied the bureau's comparison of railroad financial results for the first quarter of the years 1941 to 1951. Those figures showed this year's first-quarter gross at $2,440 million, up 22.9 per cent from 1950 and the highest for the like period of any year on record. Meanwhile, this year's first-quarter operating expenses, taxes and equipment and joint facility rents combined were also at a record high—$2,265 million, up 21.6 per cent from 1950.

The first-quarter net railway operating income this year was $175 million and the net income was $104 million. While they were the best of recent years, both of these figures were substantially below the comparable first-quarter figures of the war years. The high first-quarter figures of the 11-year period under review were those of 1943, when the net railway operating income was $345.1 million and the net income $214.3 million.

Net railway operating income for the 12 months ended with March 1951 was $1,091.4 million; net income was $830.5 million. Comparable figures for the 12 months ended with March 1950 were $678.7 million and $432.3 million, respectively.

Comparison of 1950 and 1949 Results From Passenger and Freight Services

35 Large railways

(Dollar items in thousands)

Road	Net railway operating income: Freight service 1950	Freight service 1949	Passenger and allied services 1950 Deficit	Passenger and allied services 1949 Deficit	Operating ratios: Freight service 1950	Freight service 1949	Passenger and allied services 1950	Passenger and allied services 1949
Eastern district								
Baltimore & Ohio	$65,070	$62,116	$30,927	$34,229	71.72	71.74	166.99	186.15
Boston & Maine	19,154	18,195	12,201	13,211	56.75	59.69	149.09	155.82
D. L. & W.	13,195	12,430	4,147	5,251	69.49	71.74	115.39	124.80
Erie	29,702	22,708	10,236	12,164	65.52	72.50	161.62	181.73
Lehigh Valley	11,854	9,345	3,453	3,761	71.62	76.25	141.33	149.26
New York Central	71,071	81,370	33,966	49,661	74.92	74.81	108.66	118.21
N. Y., C. & St. L.	28,399	17,035	3,210	3,892	61.82	68.00	163.42	205.42
N. Y., N. H. & H.	20,269	17,144	9,368	9,592	62.68	68.18	97.04	97.97
Pennsylvania	92,507	86,453	34,845	49,431	77.29	76.83	107.94	115.31
Reading	21,489	19,828	8,532	10,474	69.96	72.27	180.24	197.74
Wabash	14,554	12,527	3,159	4,980	67.84	72.60	120.70	142.37
Pocahontas region								
Chesapeake & Ohio	58,221	46,306	12,342	20,471	64.73	72.35	161.80	211.42
Norfolk & Western	37,381	32,518	8,322	11,724	63.10	68.20	155.22	197.50
Southern region								
Atlantic Coast Line	16,244	15,518	6,427	8,764	71.59	74.63	114.97	124.65
Gulf, Mobile & Ohio	14,432	12,596	5,121	5,587	61.44	66.91	135.43	147.31
Illinois Central	47,255	38,167	9,586	12,982	65.99	69.31	117.94	126.50
Louisville & Nashville	38,947	29,111	12,915	16,275	65.60	73.85	139.75	158.39
Seaboard Air Line	24,572	20,153	7,211	9,104	63.00	69.43	121.30	131.72
Southern	42,382	36,734	10,449	14,870	61.93	68.15	120.44	137.58
Western district								
A. T. & S. F. and affiliated cos.	101,300	85,541	20,087	29,892	57.81	64.92	110.89	124.40
Chicago & N. W.	29,895	25,102	20,762	22,319	70.04	75.25	145.97	154.53
C. B. & Q.	47,705	39,789	9,904	20,174	57.61	64.77	111.01	145.08
C. M. St. P. & P.	43,479	35,914	21,539	24,975	67.49	73.24	145.08	156.60
C. R. I. & Pac.	30,880	30,844	10,945	11,009	62.23	62.98	123.66	124.91
D. & R. G. W.	14,430	13,618	4,485	5,295	62.98	67.71	166.32	181.39
Great Northern	42,729	38,936	15,296	18,391	61.76	65.64	143.59	163.97
M-K-T Lines	13,479	13,668	4,383	5,984	62.59	63.74	127.76	151.40
Missouri Pac.	39,411	27,975	7,751	11,774	67.14	74.20	116.32	143.43
Northern Pac.	33,113	26,161	10,424	12,143	65.07	74.52	150.13	165.53
St. L.-S. F.	22,501	19,421	6,935	9,205	65.35	70.69	139.77	162.94
St. L. S. W. Lines	13,306	13,403	2,130	3,516	53.71	57.17	192.35	275.75
Southern Pac. Co.	78,075	62,672	30,528	34,660	62.87	69.24	132.17	140.34
Texas & N. O.	18,175	18,977	5,198	6,466	66.53	66.40	125.22	135.72
Texas & Pacific	12,003	10,316	2,357	3,909	60.79	67.91	114.96	135.43
Union Pac. and leased lines	74,848	61,475	30,157	39,191	59.22	66.62	134.19	155.80

Freight Tonnage

From a preliminary summary of last year's quarterly Freight Commodity Statistics the bureau drew figures indicating that Class I roads in 1950 originated 1,354 million tons of freight and terminated 1,244 million tons. The figures reflected increases above 1949 of 10.4 per cent and 9.2 per cent, respectively, but they were about 10 per cent below 1948 figures.

Last year's gross freight revenue (before adjustments for corrections and absorptions) was $8,145 million, 10.3 per cent above that of 1949. "For the first time since World War II," the bureau said, "tonnage and revenue changed from the preceding year in about the same proportion, indicating the generally stable rate situation between the two years."

The bureau's analysis included the setting up of a table showing tons originated and gross freight revenue in 33 of the 262 commodity classes. The 33 classes accounted for 75 per cent of the tons originated and 60 per cent of the freight revenue in 1950. They were chosen on the basis of including each class which showed in 1950 at least one per cent of total tons, either originated or terminated, or of gross freight revenue.

All except 7 of the 33 classes showed increases over the 1949 tons originated, and all except 6 showed increases in gross freight revenue. "However," the bureau continued, "there were decreases in 1950 originated tonnage under 1948 for 21 classes of the group and 13 classes accounted for less revenue than in 1948, in spite of the Ex Parte No. 168 increases effective during 1949."

The bureau also noted that the 10.9 million tons of l.c.l. freight originated in 1950 marked a new low, according to commission records which go back to July 1, 1898. The highest year of record was 1918, when 98.4 million tons of l.c.l. originated, and the depression low was 1935's 14 million tons. Forwarder traffic originated in 1950 totaled 4.5 million tons.

Racor Switch Point Locks

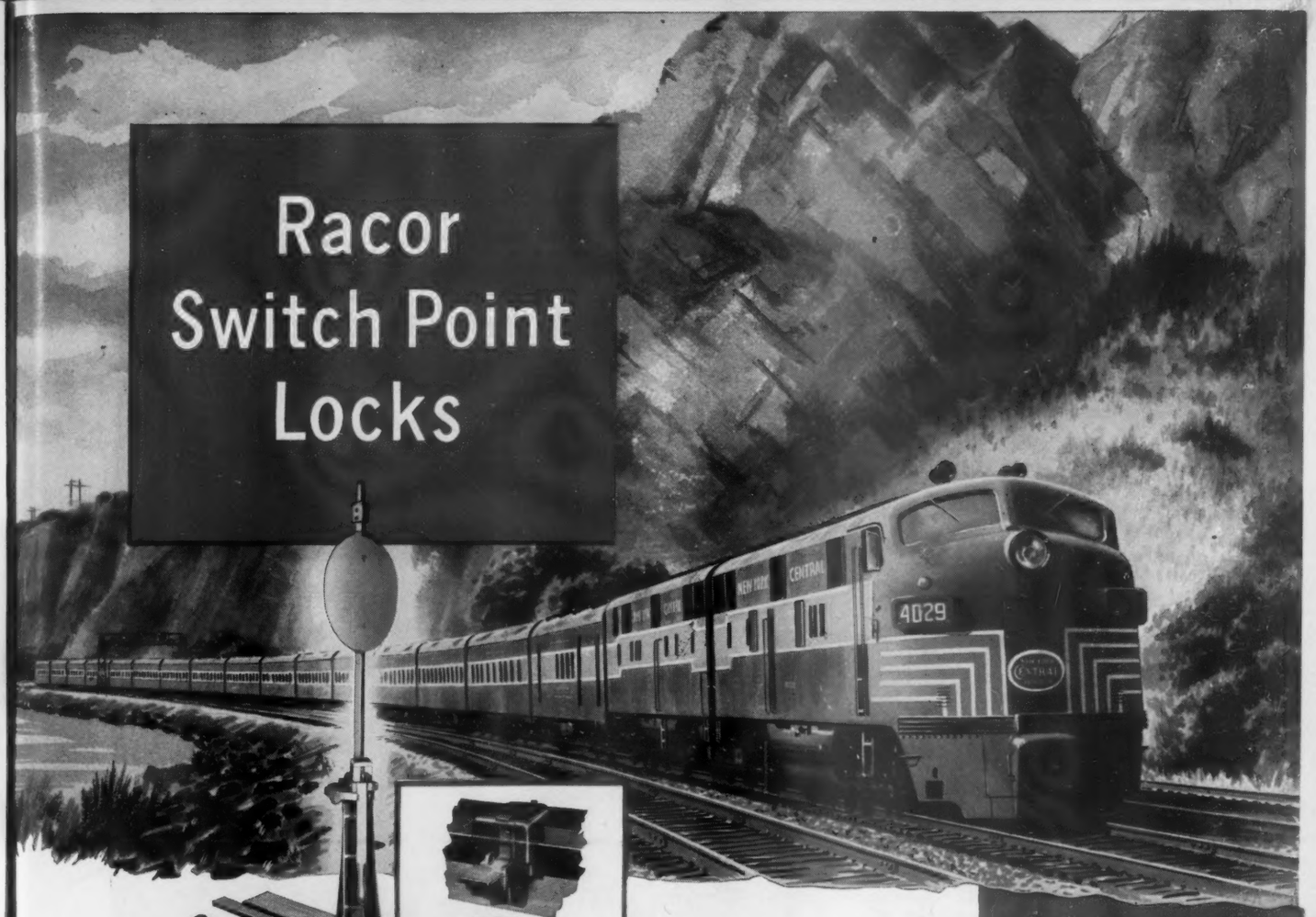


Fig. 3911
SWITCH POINT LOCK
(Patented)

Provide added protection for New York Central's passenger train operation.

Essential to the safe operation of these trains, facing point switches must be secured in a closed position, regardless of failure or damage to the throwing mechanism. Racor Switch Point Locks can be installed with all designs of main line switch stands. Ruggedly designed — easily installed below top of ties as protection against damage, they function independently of stand.

Fig. 3911 (illustrated) for use with all types of column throw stands.
Fig. 3912 available for use with all types of ground throw stands.

America's most complete line of track specialties

- AUTOMATIC SWITCH STANDS
- VERTICAL SWITCH RODS
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- RAIL LUBRICATORS
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RACOR

Freight Rate Hearing Opens Before I.C.C.

Fifteen railroad presidents were scheduled to testify

Fifteen railroad presidents were among witnesses scheduled to appear last week at the Interstate Commerce Commission's hearing on the carriers' Ex Parte 175 petition for a freight-rate increase of 15 per cent. This permanent proposal would supplant the interim-relief increase, averaging over-all about 2.4 per cent, which was approved by the commission in its March 12 report in the proceeding.

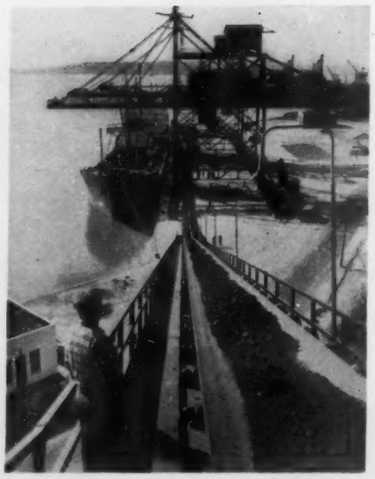
The hearing on the permanent proposal got under way in Washington, D. C., on May 14, before the commission's Division 2, consisting of Chairman Splawn and Commissioners Mahaffie and Alldredge. Also sitting were members of a cooperating committee of state commissioners, consisting of Chairman L. E. Lindquist of the Minnesota Railroad and Warehouse Commission, Commissioner J. S. James of the North Carolina Utilities Commission, and Commissioner Kenneth Potter of the Public Utilities Commission of California.

A large crowd which taxed the capacity of one of the commission's large hearing rooms was on hand for the opening session. The railroad presentation was under the general direction of E. H. Burgess, vice-president and general counsel of the Baltimore & Ohio, and the first witness was Dr. Julius H. Parmelee, vice-president of the Association of American Railroads and director of the association's Bureau of Railway Economics.

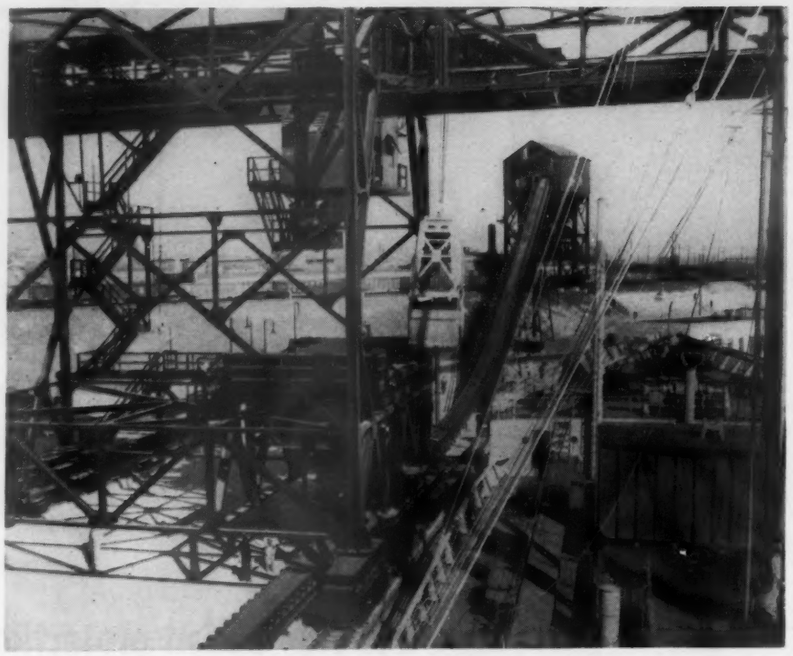
The 15 railroad presidents who were scheduled to follow Dr. Parmelee included J. P. Kiley, Chicago, Milwaukee, St. Paul & Pacific; Walter S. Franklin, Pennsylvania; C. McD. Davis, Atlantic Coast Line; Robert S. Macfarlane, Northern Pacific; Gustav Metzman, New York Central; John E. Tilford, Louisville & Nashville; R. B. White, Baltimore & Ohio; Arthur K. Atkinson, Wabash; William White, Delaware, Lackawanna & Western; Wayne A. Johnston, Illinois Central; P. W. Johnston, Erie; R. W. Brown, Reading; R. L. Williams, Chicago & North Western; C. A. Major, Lehigh Valley; and Earl T. Moore, Central of New Jersey. Also on the list was P. J. Neff, chief executive officer of the Missouri Pacific.

To Present Traffic Testimony

The testimony of the chief executives was to be supplemented by that of traffic officers, while still further evidence in support of the railroad proposal was to be offered by Dr. Jules Backman, professor of economics, School of Commerce, New York University; C. E. Huntley, secretary-treasurer of the American Short Line Railroad Association; R. G. Shorter, comptroller of the Fruit Growers' Express Company; and William Jamison, secretary of the National Perishable Protective Committee.



TO HANDLE THE INCREASING FLOW OF FOREIGN ORES into the United States, the Baltimore & Ohio, on May 15, opened its new $5-million ore pier at Curtis bay, Baltimore. The 650-foot pier has two movable unloading towers, each equipped with a 15-ton bucket. These buckets dump the ore into bins (left center of picture below), from which it is fed onto a conveyor belt. This belt, in turn, carries the ore to a scale-house (in background of picture below), where it is automatically weighed and dumped into railroad cars. The two unloading machines have a combined sustained capacity of 2,000 tons per hour, making it possible to unload a 12,000-ton ship in six hours



Making the opening statement of the railroad presentation, B.&O. Vice-President Burgess said that wages and materials prices have risen more than $971 million on an annual basis since 1949; and that more than half of this increase has occurred since the Ex Parte 175 case got under way with the filing of the first railroad petition on January 16. That petition was for an increase of six per cent, but it was amended March 28 to make it the 15-per-cent proposal which is now before the commission.

Since the original petition was filed, Mr. Burgess said, the annual-basis increase in wages has amounted to $473 million. Meanwhile, he added, the prices of railroad fuel, materials and supplies have also continued upward, the rise amounting to from two to three per cent in the same period.

Summing up, Mr. Burgess said that railroad costs have "continuously" risen faster than the price charged for railroad service. "The result," he added, "is that today the spread between the rise in the cost of producing this service and the rise in the price of the service is wider than ever in history."

The B.&O. vice-president went on to say that revenues in sight would not be sufficient to cover the higher operating costs and still leave management enough funds, at prevailing prices, to make the improvements and modernization of transportation that are now "essential both for the defense effort and for the civilian economy."

As his direct testimony, Dr. Parmelee presented the statement which he filed with the commission on May 2 (*Railway Age* of May 7, page 69). That statement was based on a comprehensive statistical exhibit, which the B.R.E. director amended in his oral presenta-

do you know the coffee cup test of Smooth Train Operation?

It's not listed in any engineering text . . . but a full coffee cup sitting in a clean, slopless saucer on a dining car table tells a lot about the smoothness of the ride . . . and the comfort of the passengers. And in this highly competitive day, these things are highly important.

With all the care and skill in the world, it is difficult to handle a modern heavy, high-speed passenger train without some jerking and jolting . . . unless the brake equipment is designed specifically to do the job. Westinghouse HSC Electro-pneumatic brake equipment gives the precise, velvet-smooth control that is needed. Braking impulse is transmitted to every car in the train simultaneously. The Speed Governor Control automatically proportions the brake pressure to the speed. The "AP" Decelostat immediately softens brake pressures if wheel slip impends.

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tion to include the latest figures available. For example, he called attention to the latest "Monthly Comment," issued by the commission's bureau of Transport Economics and Statistics on May 11, with figures indicating that 1950's passenger-service deficit of the Class I roads amounted to $508.5 million.

N.I.T. League to Stay in Case

In the face of a decision by its executive committee that the National Industrial Traffic League ought to stay out of the current national freight rate advance case—Ex Parte 175—a majority of the members of that body, at its annual spring meeting in Chicago, on May 11, voted to keep the league actively participating through its special committee and counsel. More than 200 shippers present participated in a lively debate on the issue whether the league ought not to get out of the case because it cannot properly represent its national membership on questions of varying rate increases in the respective territories. While the executive committee held that the league could not properly be represented, and the special committee reported that it could, there had existed a decided difference of opinion within both committees prior to issuance of their majority reports.

The league also voted, 124 to 94, to limit participation in the freight rate case so that it will take no position as to the relative merits of a uniform national increase or varying territorial boosts. As a result, counsel of the league construed his instructions as not necessarily requiring him to participate in oral argument before the Interstate Commerce Commission.

The original recommendations of the special committee, upon which the league voted favorably, included a charge on counsel that "the league shall challenge by cross examination, and, if deemed feasible, by general rebuttal evidence, the carriers' claims as to probable revenue deficiencies, to the end of requiring full proof on which the commission can determine the extent of any true need for further net revenues."

BUDD TAKES OVER GREAT NORTHERN FROM GAVIN

At the age of 43, John M. Budd became president of a Class I U. S. railroad for the second time when, on May 10, he was elected to head the Great Northern. He succeeds Frank J. Gavin, who has served the G.N. for 54 years —the last 12 of them as its president. Mr. Gavin will continue to remain active in Great Northern affairs in his new position as chairman of the board.

In his former capacity of executive vice-president, Mr. Budd is succeeded by Ira G. Pool, general manager of Lines East at Duluth.

The membership voted to continue the league's general opposition to the proposals submitted in the examiner's report in the "small lot shipments" case, Docket No. 29556, on the ground that the proposed charges were punitive in nature, instead of incentive. The league's Merchandise & L. C. L. Committee was authorized to meet with the railroads in an effort to determine a solution for handling small l. c. l. shipments by rail.

Roads See No Funds For Bigger Pensions

A.A.R. officers discuss unions' liberalizing plans

The railroads are opposing any increase in railroad retirement benefits because "there are now no funds in the railroad retirement system available for increased benefits."

J. Carter Fort, vice-president and general counsel of the Association of American Railroads, told a Senate subcommittee that changes in the retirement act, as proposed in bills now pending before Congress, "would make a financial wreck of the present railroad retirement system."

Mr. Fort appeared before the Senate Labor and Public Welfare subcommittee, headed by Senator Douglas, Democrat of Illinois. That group is studying various proposals for amending the retirement act. Among these proposals is S. 1347, sponsored by the "non-ops," and S. 1353, sponsored by the operating brotherhoods.

Both bills call for increased benefit payments. The "ops" seek increased payments for retired employees, while the "non-ops" urge larger benefits for both retired employees and survivors. In addition, the latter group recommends increasing the taxable monthly income from $300 to $400, and asks that employees with less than 10 years service have such service credited under the Social Security Act, rather than railroad retirement.

J. Elmer Monroe, assistant vice-president, A.A.R., told the subcommittee the railroads are not in financial condition to pay increased taxes in order to support increased benefits. He said the greater benefits proposed would boost wage costs for Class I roads another $33,264,000 annually.

"Railroad retirement tax rates are admittedly inadequate to support increased benefits," Mr. Monroe said. "If increased benefits are to be provided, the railroad retirement fund must be augmented by providing for reinsurance with the social security system, as it is highly dangerous to provide for expanded benefits which cannot be financed out of the retirement fund."

Mr. Fort earlier had told the subcommittee that it "might be possible" to make funds available for some increased benefits through adjustments between the social security fund and the railroad retirement fund. He said the railroads are ready at any time to sit down with interested parties to explore these possibilities.

The present railroad retirement benefits are, in general, more liberal than those provided under social security, Mr. Fort said. Under railroad retirement the present old age benefit averages $82.75 a month, as compared to an average of $43.86 under social security. The present maximum old age retirement benefit is $144 per month, compared with $80 maximum under social security, Mr. Fort continued. He added that retirement act benefits will eventually reach a maximum of $216 a month, for employees with 45 years service.

In summing up the railroad position, Mr. Fort said the roads are opposed to any increase in taxation to support the retirement system, and declared the system must be maintained on a sound financial basis. The roads have no objection to increased benefits only if it can be shown that under present taxes funds can be provided for that purpose.

James M. Souby, A.A.R. general solicitor, also appeared at the hearings, making a comparison of the various types of benefits under railroad retirement and social security, and as proposed in S. 1347 and S. 1353. He reviewed the history of the two retirement systems.

Among the other witnesses appearing before the subcommittee in the past week were Clifford D. O'Brien, counsel for the four operating brotherhoods, and Murray W. Latimer, former chairman of the Railroad Retirement Board.

Mr. O'Brien noted that the subcommittee received a letter from the present retirement board chairman, disapproving S. 1353. He said he was familiar with another letter, written by two retirement board members on April 24, approving the "non-op" bill.

Commenting on this opposition, Mr. O'Brien said the operating brotherhoods "are unable to understand why the board should unanimously condemn S. 1353," and declared that "the board transgresses its proper functions when it purports to influence Congress in respect to what type of new benefit might be desirable."

Mr. O'Brien then went on to analyze some of the proposals contained in S. 1353. With respect to the 25 per cent across-the-board increase proposed in the bill, Mr. O'Brien said evidence developed during the subcommittee hearings "shows that that figure should be scaled down somewhat."

The presentation by Mr. Latimer, who headed the retirement board from 1934 to 1946, was made as a "civic duty." He particularly opposed the "non-op" bill which he declared "would throw into discard certain basic principles which I had thought basic to the railroad retirement system."

Mr. Latimer, who said his statement represented only his own views, said

passage of S. 1347 would introduce inequities "on a staggering scale," would be harmful to labor relations on the railroads, and would reduce some annuities and cause others to be forfeited altogether.

I.C.C. Names More Hearing Examiners

Twenty-four more examiners on the Interstate Commerce Commission's staff have been designated as hearing examiners. The designations are in addition to the 45 made previously by the commission, and, like the latter, comprise part of the aftermath of the recent decision of the United States Supreme Court in the so-called *Riss* case.

That decision, noted in *Railway Age* of April 23, page 29, held that the commission had failed to follow the separation-of-functions provisions of the Administrative Procedures Act when it permitted an employee of the Bureau of Motor Carriers to serve as an examiner in proceedings wherein the bureau was an intervener in opposition to motor-carrier applications of Riss & Co.

Seventeen of the 24 newly designated hearing examiners are on the staff of the Bureau of Motor Carriers, and the other seven are assigned to the Bureau of Formal Cases. (See *Railway Age* of May 7, page 65.)

Erie Centennial Run Sticks to Schedule

The Erie's centennial celebration train was the principal news event in the cities and towns along New York's "Southern Tier" on May 14-15, as the inaugural Piermont to Dunkirk run of a hundred years ago was reenacted. The program was carried out as set forth in the schedule in last week's *Railway Age*, page 105—a boat trip from New York to Piermont, by rail from Piermont to Elmira the first day and on to Dunkirk the second day.

On the special train, besides Chairman Woodruff, President Johnston and former President Charles Denney, the Erie's principal officers and all but one of its directors, there were some 25 representatives of the local and national press, executives of principal "east end" on-line manufacturing companies, mayors and heads of chambers of commerce, educators and military men.

Those in charge of the celebration quite evidently had done well in publicizing the event locally, because townspeople and school children (most of them in charge of their teachers) were out en masse to see the train—including cars and a locomotive of 1850 vintage mounted on flat cars—

and to hear short addresses by local municipal officials and President Paul Johnston.

The culmination of the first day was a banquet at the Mark Twain Hotel in Elmira, where the principal address was delivered by Lt. Gen. Robert L. Eichelberger—with whom President Johnston (then Brigadier General Johnston) saw active duty in the Far East under General Douglas MacArthur during World War II.

The theme of General Eichelberger's observations was an effort to view world affairs from the point of view of Joseph Stalin, the general's conclusion being that the Russian premier might take considerable thought at the industrial might of this country, as exemplified by the Erie and other railroads in their readiness to produce and deliver an enormous volume of military weapons. On the positive side, also, he cited the friendship this nation has won from Japan and the prestige it has gained in that and other Oriental countries by the stand taken in Korea.

When this issue of *Railway Age* went to press, the second day's run of the centennial special train, Elmira to Dunkirk, was still in progress.

I.C.C. Schedules Regional Hearings in Ex Parte 175

Regional hearings in Ex Parte 175—the pending general freight rate case—have been scheduled by the Interstate Commerce Commission. The hearings will be held at the following places on the dates indicated:

Portland, Ore., June 5, before Commissioner Lee.

Salt Lake City, Utah, June 11, before Commissioner Lee.

Chicago, Ill., June 11, before Commissioner Mahaffie. At this hearing the parties have been directed to present all evidence with respect to lumber and products of forests, livestock and products of animals, and grain and grain products.

Washington, D. C., June 18, before one or more members of Division 2. This hearing, according to the commission, will be primarily for receiving evidence with respect to coal or coke, and nonferrous metals.

Memphis, Tenn., June 19, before Commissioner Alldredge.

Washington, D. C., June 25, before Division 2. Purpose of this hearing is to receive evidence by U. S. government agencies and rebuttal by the petitioners.

Oral argument in the case will follow the conclusion of the June 25 hearing in Washington, the commission announced.

The announcement said parties participating in the case have been directed to notify the commission, on or before June 1, at which of the hearings they will present evidence. They must also indicate how much time they will need for oral testimony, and should state the subject matter of the evidence they will present.

P.A.D. Gets Authority Over Oil and Gas Storage

Administrator James K. Knudson of the Defense Transport Administration has delegated, to the Petroleum Administrator for Defense, authority to exercise the control hitherto held by D.T.A. over facilities for bulk (tank) storage of petroleum and gas. In making the delegation, which became effective May 7, D.T.A. reserved the right to allocate the use, for temporary periods, of such bulk storage facilities as may be required for the storage of other commodities.

"FOR ITS FORTHRIGHT ARTICLES in behalf of freedom vs. socialism" during 1950, *Railway Age* has received the medal pictured here from the Freedoms Foundation. (See issue of April 23, page 39.) Similar awards went to a number of individuals, corporations, newspapers, radio and motion picture companies, and associations of various types, but *Railway Age* is the only national trade paper included in the foundation's list of medal recipients

Court Restricts I.C.C. Power Over Intraplant Pipe Line

A partial setback for the Interstate Commerce Commission was contained in the U. S. Supreme Court's recent decision in the case of *I.C.C. v. Champlin Refining Company*.

By an 8 to 1 decision, the court held that while the commission can require an oil refining company to file reports on its own interstate pipe line, it cannot require the company to file rates and charges for the use of the pipe line.

This court acion grew out of an I.C.C. order directing the refining company to file annual, periodic and special reports, and to institute and maintain a uniform system of accounts applicable to pipe lines. The company also was ordered to publish and file schedules showing rates and charges for interstate transportation of refined petroleum products. Champlin owns a 516-mile pipe line from its plant at Enid, Okla., to terminals in Kansas, Nebraska, and Iowa.

The U. S. District Court for the Western District of Oklahoma refused to enforce this I.C.C. order, and the commission appealed to the Supreme Court.

Champlin was before the high court once before, in 1946. At that time the court found the company to be a "common carrier" within the meaning of section 1 of the Interstate Commerce Act. The company was directed to comply with an I.C.C. order directing it to submit valuation data, maps, charts, and other documents pertaining to its operations.

In the present case the high court said the requirement for annual and special reports "cannot be differentiated" from a request for maps, charts and valuation data, which was decided in the previous case. As to the uniform system of accounts, the court said it would be "somewhat more burdensome" but the I.C.C. was justified in requesting it because of its independent value "as a measuring rod for companies fully regulated."

Turning to the matter of rates, the court found it "hard to conclude" that Congress intended to impose the duty

YOUR ANSWER to that question depends on how much longer you're willing to put up with complicated heating systems in your passenger cars. Such equipment requires many costly man hours for inspection, maintenance and adjustment—and, as you know all too well, cars idled by these demands rob you of important revenue when they are shopped.

Yet, much of this loss is completely unnecessary! Your excess service problem can be solved before next winter comes if you will start *now* to install Honeywell Economy Car-Heating Systems in your passenger cars.

You see, this remarkable new system is a much *simpler* system—has less equipment that requires inspection, maintenance and adjustment. This means your men can handle more cars faster on turn-around than ever before. And another great advantage is that with a bare minimum of undercar piping, steam lines are exposed to cold air so little that you actually save up to 40% on steam! This means you'll have fewer late trains that cost so dearly in overtime and in loss of passenger good will.

These are just the beginning of the money-saving benefits you can expect from the Honeywell Economy Car-Heating System. For specific facts on what Honeywell heating can do for *your* railroad, send the coupon on the opposite page, or call your local Honeywell office.

MINNEAPOLIS
Honeywell
First in Controls

of serving the public at regulated rates on all private pipe lines "merely because they cross state lines." The court then concluded that in refusing to enforce this section of the I.C.C. order the district court was correct.

Justice Black, in his dissenting opinion, said he would reverse the district court entirely. He called the majority opinion a "polite but sure frustration of the Hepburn Act's purpose." He said he could not understand how a "common carrier" could be required to comply with section 20 of the Interstate Commerce Act, and yet be exempt from section 6.

C.I.O. Union Loses Election on Sante Fe

A union affiliated with the Congress of Industrial Organizations will be supplanted by the Brotherhood of Maintenance of Way Employees, an affiliate of the American Federation of Labor, as collective-bargaining representative of the Atchison, Topeka & Santa Fe's maintenance of way employees. The C.I.O. affiliate—the United Railroad Workers Union—has represented the involved employees for several years.

Its supplanting will come as a result of a recent election which the brotherhood won by a vote of 5,647 to 4,909. The change awaits only an official certification of the election results by the National Mediation Board.

Amortization Certificates Issued to Nine More Roads

Certificates of necessity authorizing accelerated amortization of facilities for tax purposes have recently been issued to nine railroads. The certificates were issued by the Defense Production Administration, upon recommendation by the Defense Transport Administration.

Included among the certificates were 11 for the New York Central, totaling $28,248,000 for freight car construction and $6,815,207 for diesel-electric locomotives. D.P.A. approved 80 per cent of the freight car program for accelerated amortization, and 65 per cent of the locomotive program.

Other roads, together with the amounts and projects involved, were as follows:

Chesapeake & Ohio, $17,133,436, for diesel-electric locomotives, 65 per cent; $2,383,763, for centralized traffic control, 65 per cent; and $1,700,000, for freight cars, 80 per cent.

Alabama Great Southern, $8,814,000, for tracks, signals and installations, 65 per cent.

Flint Belt of Cleveland, Ohio, $92,320, for centralized traffic control, 65 per cent.

Delaware & Hudson, $12,925,000 for freight cars, 80 per cent; and $5,681,197 for diesel-electric locomotives, 65 per cent.

Baltimore & Ohio, $1,732,560, for

diesel-electric maintenance and track, 65 per cent; and $781,280, for centralized traffic control, 65 per cent.

Macon, Dublin & Savannah, $113,497, for diesel-electric fueling facilities, 65 per cent.

South Buffalo, $694,000 for diesel-electric locomotives, 75 per cent; and $1,183,000, for miscellaneous facilities, 65 per cent.

Philadelphia, Bethlehem & New England, $600,000, for diesel-electric locomotives, 75 per cent; and $275,000, for railroad yard and office, 60 per cent.

In addition, the Texas Natural Gasoline Corporation of Tulsa, Okla., was issued a certificate for 80 per cent of a freight car construction program totaling $435,000, and the Warren Petroleum Corporation of Tulsa was issued a certificate for 80 per cent of a freight car construction program totaling $6,986,280.

U.S. Chamber Will Hold Atlanta Transport Meeting

C. McD. Davis, president of the Atlantic Coast Line, Philip A. Hollar, deputy under secretary of commerce for transportation, and Homer C. King, deputy administrator of the Defense Transport Administration, will be among speakers next month at an Atlanta, Ga., meeting comprising the second regional transportation conference sponsored by the Chamber of Commerce of the United States. The meeting will be held June 7 and 8.

Messrs. Hollar and King will speak at the June 7 sessions at which other addresses will be delivered by: Harold F. Hammond, manager of the chamber's Transportation and Communication Department; Robert H. Walker, a chamber director and a member of its Transportation and Communication Committee; A. W. Vogtle, vice-president (traffic and sales), DeBardeleben Coal Corporation; Charles S. Decker, general traffic manager, Borden Company; Louis A. Schwartz, general manager, New Orleans Traffic and Transportation Bureau, and general chairman, Southeast Regional Shippers Advisory Board.

President Davis of the A.C.L., who is also a chamber director and a member of its Transportation and Communication Committee, will speak at June 8's morning session. Other speakers at that session will be W. B. Garner, executive vice-president, Waterman Steamship Corporation; Guy A. Huguelet, president, Southeastern Greyhound Corporation; C. E. Woolman, president and general manager, Delta Air Lines.

Joseph G. Kerr, chairman of the Southern Freight Association, Fred B. Moore, president of the Atlanta Chamber of Commerce, and J. C. Henson, president of the Transportation Club of Atlanta, are also expected to participate in the conference, the chamber's announcement said. The conference will close with the June 8 luncheon session which will be devoted to "an

informal review of talks made at previous sessions, comments and questions from the audience, and an open discussion of timely transportation issues not covered during the conference."

The previous regional conference which the chamber sponsored was held last January at Oklahoma City, Okla.

Pleas for Relief From Signaling Order Denied

Division 3 of the Interstate Commerce Commission has denied petitions by various railroads seeking modification of its June 17, 1947, order requiring roads to install appliances, methods and systems intended to promote safety of operation.

Relief from the order's requirements was denied the Colorado & Southern; Fort Worth & Denver City; Burlington-Rock Island; Texas & Pacific; Chicago & Eastern Illinois; Gulf, Mobile & Ohio; and Toledo, Peoria & Western.

The T.&P. and C.&E.I. sought permission to operate certain passenger trains in excess of 80 m.p.h. without prescribed automatic train-stop or train-control systems or cab-signal systems. The remaining roads generally sought relief from block signal system requirements for freight or passenger-train operation.

The commission's 1947 order was in the proceeding docketed as No. 29543, and the present findings were in the form of reports on further hearing. The reports were all by Commissioner Patterson.

In another report involving the Chicago & North Western, Division 3 modified the 1947 order so as to extend to July 1, 1952, the time in which that road must complete installation of an automatic train-stop system on its line between Clybourn, Ill., and Wyeville, Wis. The C.&N.W. was also authorized to operate present steam locomotives in freight service between

News Briefs . . .

. . . The Lehigh Valley expects to achieve 100 per cent dieselization before the end of 1951, its president, C. A. Major, told the New York Society of Security Analysts in a recent luncheon address.

. . . The Standard Railway Equipment Company has under construction at Hammond, Ind., a one-story brick and concrete "personnel building," 60 ft. by 253 ft., which will cost about $258,000. It will include a lunch room, designed to accommodate 300 people, which may be used also for group meetings and projection of motion picture films; centralized wash and locker facilities, and space for specialized stores. The building is designed so that a second floor may be added if needed in the future.

Clybourn and Wyeville without automatic train-stop devices.

A report has also been issued by Division 3 in a similar case, No. 13413. In this one, the Pennsylvania-Reading Seashore Lines were denied authority to operate passenger and freight locomotives between South Camden, N.J., and Winslow without cab signal devices.

Freight Car Loadings

Revenue freight car loadings for the week ended May 12 were not available when this issue of *Railway Age* went to press.

Loadings for the week ended May 5 totaled 803,337 cars; the summary for that week, as compiled by the Car Service Division of the Association of American Railroads, follows:

REVENUE FREIGHT CAR LOADINGS

For the week ended Saturday, May 5, 1951

District	1951	1950	1949
Eastern	142,616	136,325	137,328
Allegheny	163,505	152,855	166,047
Pocahontas	61,809	59,650	63,878
Southern	129,339	122,500	115,667
Northwestern	128,906	104,204	119,290
Central Western	117,766	112,654	110,104
Southwestern	59,396	55,808	56,013
Total Western Districts	306,068	272,666	285,407
Total All Roads	803,337	743,996	768,327
Commodities:			
Grain and grain products	48,016	41,927	43,982
Livestock	9,923	9,576	10,506
Coal	132,894	150,147	157,235
Coke	15,957	14,276	14,185
Forest products	49,289	40,771	37,991
Ore	75,918	45,587	72,790
Merchandise l.c.l	79,287	86,155	94,317
Miscellaneous	392,053	355,557	337,321
May 5	803,337	743,996	768,327
April 28	824,662	745,295	785,444
April 21	809,520	722,688	769,347
April 14	777,989	707,385	765,943
April 7	739,523	700,049	757,784
Cumulative totals 18 weeks	13,449,237	11,743,418	12,803,156

In Canada.—Car loadings for the week ended May 5 totaled 83,200 cars, compared with 83,862 cars for the previous week, and 73,892 cars for the corresponding week last year, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
May 5, 1951	83,200	35,019
May 6, 1950	73,892	31,893
Cumulative totals for Canada:		
May 5, 1951	1,368,360	650,661
May 6, 1950	1,248,442	547,287

L.I.'s Pre-1939 Debt to State Can't Be Altered

New York state cannot alter the status of the $6,550,000 the Long Island owes it for grade-crossing eliminations undertaken before January 1, 1939, according to Nathaniel L. Goldstein, state attorney general. Any action to permit a compromise settlement of the debt "would require extreme care lest it conflict" with New York's constitutional ban on "gifts of state property" and the 1939 grade-crossing amendment, he said. Under terms of the amendment, since modified, railroads paid 50 per cent of grade-crossing elimination costs, the state 49

LET'S GET THE FACTS STRAIGHT!

Ralph S. Damon, president of Trans World Airline, was reported in the New York Times of May 4 to have stated that it costs 72.6 cents per ton-mile to move first-class mail by railroad, compared to 82.5 cents on "one of the major airlines." On the strength of these figures, and counting on reduced costs for air movement as volume rises, he predicted a "big shift of mail to airlines."

Mr. Damon is mixed up in his figures. Most first-class mail moves by rail in postal cars or "apartments," which are used, not only for transportation, but for the sorting of the mails en route. Using the weight shown in a 1917 I.C.C. test, the net weight of mail carried in these cars averaged:

60-ft. r.p.o. car — 5,079 lb.
30-ft. "apartment" — 1,675 lb.
15-ft. "apartment" — 536 lb.

The weights are probably higher today but, accepting these weights and the rates in effect 1947-50, the per-ton-mile cost was 19.19 cents for the 60-ft. car, 32.06 cents for the 30-ft. "apartment" and 67.61 cents for the 15-ft. "apartment." Taking the average mileage of these three types of postal cars, the average per-ton-mile charge works out at 27.27 cents at 1947-50 rates and at 47.74 cents at rates proposed by the railroads for the future.

It is not, of course, a fair comparison to contrast rates charged by the railroads in cars equipped for sorting, with those by air for "storage" movement. The railroads, at the higher rates they are proposing, would receive 14.76 cents per ton-mile for 13,000 lb. of mail in a 60-ft. storage car. With terminal loading and unloading charges for a 900-mile haul added, the ton-mile cost by rail would go up 2.41 cents, making a total of 17.17 cents per ton-mile for the New York-Chicago run. This is quite a different figure from the 72.6 cents which Mr. Damon alleges the railroads are charging for the movement of first-class mail.

The Post Office cost ascertainment report for the fiscal year 1949 shows railroad costs at 37.35 cents per ton-mile for first-class mail and $2.37 by air (excluding air parcel post). These figures do not include the cost of auxiliary service.

per cent and the county one per cent.

The state Public Service Commission now determines, after hearings, the railroad's share of costs, and a constitutional amendment authorizing the state to make compromise settlements on the railroad's share was approved in 1947. Mr. Goldstein's opinion was in response to a P.S.C. question as to whether the compromise provision could be applied to pre-1939 obligations of railroads on grade-crossing projects. The Long Island

Rail Road Commission, appointed after the road's accident last Thanksgiving eve, recommended, in its report to Governor Thomas E. Dewey (*Railway Age*, January 29, page 36), that the state reduce or eliminate the debt owed by the L.I. on grade-crossing projects. This debt, including post-1939 obligations, was estimated by the commission at $10,000,000.

I.C.C. Sets Mail Pay Argument for June 7

Oral argument in the railway mail pay case (No. 9200) will be held June 7 before the Interstate Commerce Commission. The argument will relate to the level of rates that are to be made effective as of January 1, 1951.

Retirement Board Moves Cleveland Headquarters

The Railroad Retirement Board has announced that its Cleveland regional office is now located on the second floor of the Public Square building (postal zone 13). P. F. Murphy remains as regional director. The Cleveland office serves Ohio, Michigan, Kentucky, West Virginia and the extreme western portion of Pennsylvania.

Burlington Finds New Commuter Cars "Help"

An increase in suburban train patronage brought on largely by its 30 new gallery-type suburban cars and use of air-conditioned cars on all suburban trains has edged the Chicago, Burlington & Quincy closer toward achieving a self-supporting suburban operation.

Speaking informally at the road's annual stockholders' meeting, President Harry C. Murphy said "there was still some distance to go," but that suburban traffic has shown a definite upswing, necessitating additional coaches to handle the increase. He said March suburban passenger revenues were up 11.5 per cent over those of a year ago, and indicated that the Burlington might have to consider acquisition of a few more of the gallery coaches if the trend continues. (The gallery coaches were described in *Railway Age*, October 21, 1950, page 20.)

ORGANIZATIONS

The **Traffic Club of New York** will hold a luncheon in the Hotel Biltmore on May 23. Senator Estes Kefauver, guest speaker, will talk on "Crime in Our Big Cities."

Frank C. Rathje, president of the **Transportation Association of America,** has announced appointment of Walace Hawkins, of Dallas, as

chairman of the association's Texas-Oklahoma Regional Forum and as a director of the association's national board. Mr. Hawkins is vice-president and general counsel of the Magnolia Petroleum Company.

SUPPLY TRADE

Roy A. Hunt, whose election as chairman of the executive committee of the **Aluminum Company of America** was announced in *Railway Age* April 30, joined Alcoa at its New

Roy A. Hunt

Kensington, Pa., works in 1901 as a machinist's helper, continuing there until 1914, when he was transferred to Pittsburgh as general superintendent of the company's fabricating plants. He was made a director in 1915 and a vice-president in 1918, and was

I. W. Wilson

elected president in 1928. **I. W. Wilson,** whose election as president of the company was announced in the same issue, began his career with Alcoa in 1911 at Niagara Falls, N. Y. He became general superintendent of reduction plants in 1921, vice-president in charge of operation in 1931, director in 1939, and senior vice-president in 1949.

Lawrence H. Souder has been appointed executive vice-president of **National Foam System, Inc.,** with headquarters as before at the main plant in West Chester, Pa. Mr. Souder has been associated with the company for 43 years.

Winfield S. Axford has been elected executive vice-president and a director of the **A. S. Campbell Company** and its Boston subsidiary, the **Hunt-Spiller Manufacturing Corporation.** Mr. Axford formerly was comptroller and assistant to the president, **Neil C. Raymond.**

The **Edgewater Steel Company** has moved its Chicago office to Room 1142, Merchandise Mart Plaza, Chicago 54.

The **Buda Company,** Harvey, Ill., has appointed the **Service Supply Corporation,** 20th and Erie avenue, Philadelphia 32, as its railroad representative handling all Buda railroad, maintenance of way, industrial lifting jacks and materials handling products to the Pennsylvania, the Reading, the

Lehigh & New England, the Lehigh Valley and all other railroads headquartering in Philadelphia and eastern Pennsylvania.

The Philadelphia division of the **Yale & Towne Manufacturing Co.** has sold its industrial scale business to **Detecto Sales, Inc.,** Brooklyn, N. Y. The transaction, effective June 1, will involve scale patents, equipment, parts and inventory, but none of the Yale trade marks, except "KRON."

The **Consolidated Engineering Corporation** has moved to 300 North Sierra Madre Villa, Pasadena 8, Cal.

OBITUARY

Sidney G. Johnson, director and consultant of the General Railway Signal Company, died at his home in Rahway, N. J., May 10.

EQUIPMENT AND SUPPLIES

FREIGHT CARS

The **Great Northern's** board of directors has authorized purchase of 1,000 box, 700 ore, 300 ballast hopper and 50 express refrigerator cars and 15 cabooses at an approximate total cost of $14,500,000.

The **Norfolk & Western** is inquiring for 100 70-ton covered hopper cars.

PASSENGER CARS

The **Canadian National** has ordered 58 baggage cars from the National Steel Car Corporation at a cost of $4,360,000. The cars will be 73½ ft. long, 10 ft. wide and 13½ ft. high from the rail.

SIGNALING

The **New York, Chicago & St. Louis** has ordered material from the Union Switch & Signal Co. for installation of centralized traffic control on approximately 86 miles of single track between Claypool, Ind., and Van Loon. Levers for control of this installation will be added to the existing style C control machine located at Fort Wayne division headquarters. In addition to code and carrier equipment, the order includes styles R-2 high and N-2 dwarf color light signals, M-23A electric switch machines, SL-6A and SL-21A electric switch locks, relays, rectifiers, transformers and housings.

FINANCIAL

Central of Georgia.—*Control of Savannah & Atlanta.*—This road has been authorized by Division 4 of the I.C.C. to acquire control of the 141-mile S.&A. for $3,500,000. The Empire Land Company, Central's wholly owned subsidiary, will purchase stock control of S.&A.'s parent company, the Port Wentworth Corporation. The latter corporation owns all the common stock and a majority of the preferred stock of the S.&A. (*Railway Age*, April 29, 1950, page 73, and November 4, 1950, page 94.) As a part of this same transaction, Central will also acquire two real estate development corporations which can be utilized for industrial and residential expansion in the Savannah, Ga., area.

In authorizing this acquisition by Central, the commission reversed the recommendations of its examiner, and overruled the objections of the Georgia Railroad, Louisville & Nashville, Georgia Railroad & Banking Company, and various municipalities in S.&A. territory. The commission did impose various conditions, designed generally to insure the independence of the S.&A. under Central control.

The Central will finance purchase of S.&A. as follows: It will borrow $1,500,000 from the Citizens & Southern National Bank, and will lend this amount, together with $1,800,000 of its own, to the Empire company. Empire will obtain the remaining $200,000 by the sale of 2,000 shares of its common stock to Central. The I.C.C. has not as yet approved Central's application for authority to borrow the $1,500,000 from the bank.

Missouri Pacific.—*Reorganization.*—This company, which is involved in a reorganization proceeding under section 77 of the Bankruptcy Act, has asked the Interstate Commerce Commission for an opportunity to challenge the vote of interested security holders on the commission-approved plan of reorganization. All ballots in the voting were returnable to the commission by January 30, but the regulatory body has not yet announced the result. The present petition of the debtor corporation is that the commission issue only a "proposed certification" of the result, and then afford the petitioner and other interested parties "an opportunity to take exceptions . . . and present oral argument . . . "

The reorganization plan involved was reviewed in *Railway Age* of August 20, 1949, page 67. Among other provisions are those which would exclude common stockholders of the debtor corporation from participating in the reorganized company.

In asking the commission to withhold final determination and certification of the voting until the "proposed-certification" procedures were had, the petition asserted that "complex issues of fact and law" are involved in the matter of reaching a final determination of the voting results. The petition went on to mention, by way of example, alleged failures of some bondholders to submit their final ballots in complete form, submissions of duplicate ballots, and the mailing of ballots to holders who had sold their securities before the date on which they must have been holders to qualify as voters.

The role of the commission's Bureau of Finance in shaping the reorganization plan was cited in the petition as another reason why there should be no "short cut" procedures as to certification of the vote. "There should be no ground for suspicion," the petition said, "that the bureau might be unfairly or unconstitutionally inclined to find that its own handiwork has met the test of approval of those affected."

In closing the petitioner said that "essentially" it wants to "examine the record and be notified of the bases upon which the commission proposes to reach its final certification, and to be afforded an opportunity to record objections in the event that there appear to be errors in such proposed certification." The record which the

petitioner seeks to examine would include "all the ballots, correspondence, and other documents" relating to submission of the plan.

RAILWAY OFFICERS

EXECUTIVE

M. L. Bluhm, general counsel of the CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC at Chicago, has been elected vice-president and general counsel. A biography and photograph of Mr. Bluhm were published in *Railway Age* February 5.

OPERATING

I. S. Clemens has been appointed assistant to the superintendent of the LEHIGH & NEW ENGLAND at Pen Argyl, Pa.

TRAFFIC

W. F. Bonney, Jr., traffic and industrial agent of the ATLANTIC & DANVILLE, has been promoted to division freight agent, with headquarters as before at Norfolk, Va., succeeding **W. A. Russell,** who has been promoted to general agent at New York, to replace **A. C. Hopkins,** resigned. The position of traffic and industrial agent at Norfolk has been abolished.

James B. Thorpe, city passenger agent of the CANADIAN NATIONAL at New York, has been promoted to general agent at Cincinnati, succeeding **Albert C. L. Warner,** who has been transferred to Seattle. Mr. Warner succeeds **Malcolm J. Woods,** who has been transferred to Minneapolis.

SPECIAL

Henry J. Obee has become news editor of the JERSEY CENTRAL LINES' employee magazine, "The Coupler," replacing **N. W. James,** who was recently appointed assistant director of publicity for the road. Mr. Obee formerly was with the Shell Oil Company and Gibbs & Hill, Inc., a New York engineering firm.

W. L. Cannady, transportation inspector of the ST. LOUIS-SAN FRANCISCO, has been promoted to personnel officer, with headquarters at St. Louis, Mo.

T. W. Kienlen has joined the staff of the ASSOCIATION OF WESTERN RAILWAYS at Chicago as assistant to director of public relations. Mr. Kienlen was formerly assistant financial editor of the United Press.

John N. Schroeder, chief special agent for the WABASH at St. Louis, has retired due to impaired health. He is succeeded by **John E. Murphy,** who has been chief clerk in the special service department since 1947.

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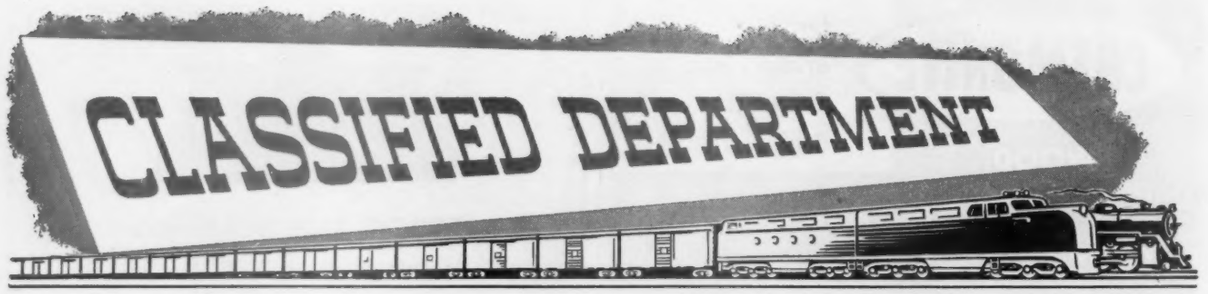

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